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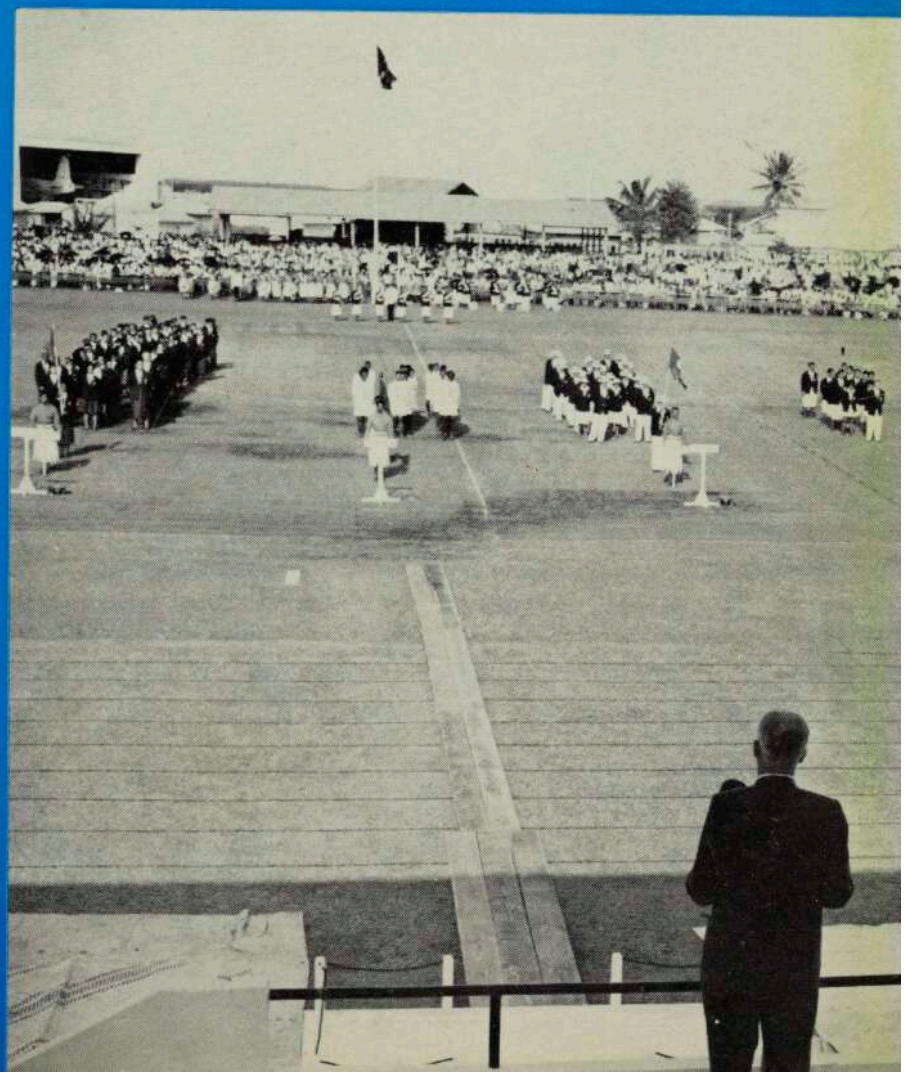
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SEPTEMBER, 1963
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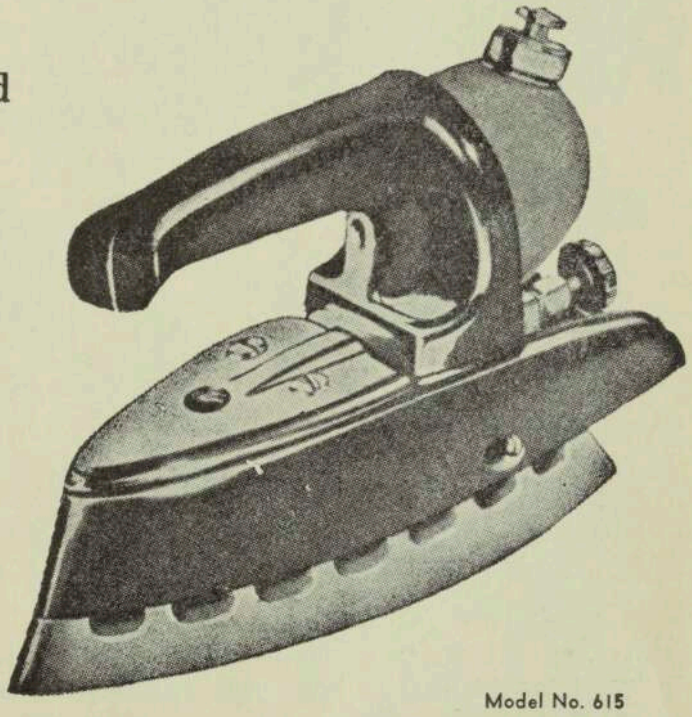
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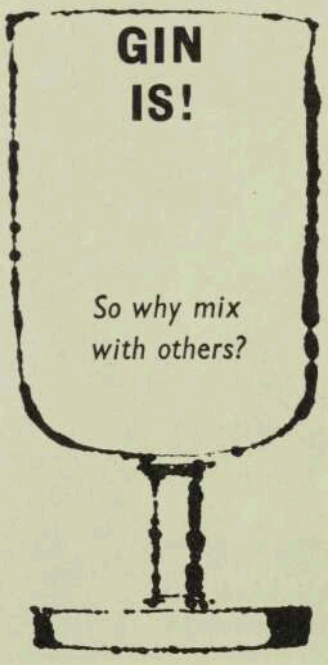
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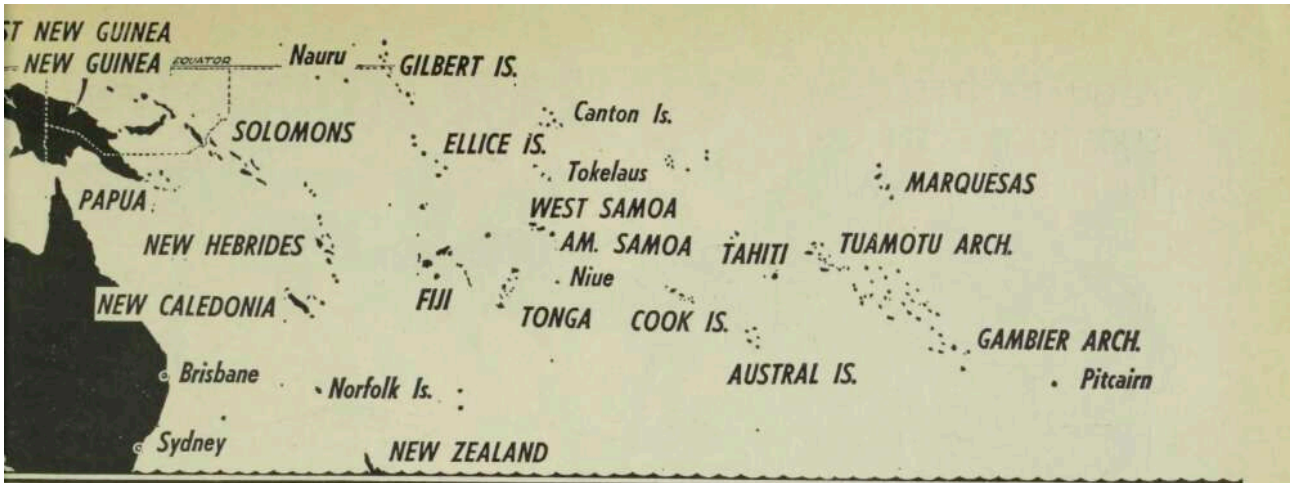
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THE COVER: Naturally, since it's Septem ber, it's the South Pacific Games, and th scene is—naturally—Suva. Your fu Games record is in the special lift-ou supplement in the centre of this issu

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FIRST SOUTH SEAS "OLYMPICS" WENT OFF WITH A BANG

From Stuart Inder, in Suva

No other South Pacific locale but the City of Suva could have supplied the First South Pacific Games—from August 29 to September 7—with such a mixture of sophistication and balmy Pacific breezes; of hard-headed organisation and colonial pageantry; of blase commercialism and the scent of coconut oil on glistening bodies.

SUVA was all things to all of the South Seas during the week, as nearly 700 sportsmen from 13 territories met for the first time at their own "Olympics".

The impact was much greater on the visitors than on Suva people, for Suva's reactions to the biggest single gathering of representative South Seas people ever assembled was one of those unexpected ones that are part of Suva's special charm.

There was a carnival atmosphere in Suva, but no Games "fever". The high-pitched enthusiasm and national identification that anticipates a Royal visit or the return of a battalion from Malaya were missing.

It was rather like a whole week of pay-days; a whole week of new cruise ships in port—all of which Suva can take in its stride, even if a little more out of breath and a little more pie-eyed than usual. Perhaps Suva is getting older.

It certainly got busier in the business sector during Games Week.

Shops made frantic sales of radios and cameras at duty free prices (the competitors were big spenders).

The taxis and Indian buses filled the city with exhaust smoke (as their drivers complained of the traffic and lack of police on point duty).

The cafes were jammed from breakfast to midnight with competitors demanding steaks and fried rice (some complained they didn't get enough to eat in the villages).

The bars were twice as rowdy and twice as beer-stained, with matelots from the French frigate *Commandant Riviere* trying to out-shout and out-sing the tars from HMS *Cook*.

Meanwhile, every transistor in Suva boomed out sporting commentaries and blatantly partisan messages from the teams to the folk back home.

The visitors were part of all this and it was they who were wide-eyed at the sophistication of it all.

From Popondetta to Malaita and the backblocks of Tahiti, from Moresby and Noumea to Apia, nobody suspected, apparently, that there was a place in the South Seas quite like Suva, and the fact that the city people could take the invasion in their stride was all the more impressive.

The activities in the sports arena were a separate world—for some a vital world where results counted; but for others just a minor part of the whole adventure.

Mixed Quality

The quality of sporting prowess was mixed—from woeful to unexpectedly good, but with no world-shattering times.

From the sporting and social viewpoints the South Pacific Games were an undoubted success.

Yet a few days before the Games opened there was apprehension in many quarters. Months of detailed work were supposed to be bearing fruit, yet nothing was ready.

In August, Suva had five times more rain than normal for the month and just before the Games started, the main venue at Buckhurst Park was under water, and there were grim jokes about turning the alternative ground at Albert Park into a swimming stadium.



THE FIJI SCENE: Plenty of pictures like this were undoubtedly taken in Suva during the First South Pacific Games—but Rob Wright took this one when the liner "Orcades" visited Savusavu recently. Rob Wright also took our cover picture this month, which shows Fiji's Governor, Sir Kenneth Maddocks, officially opening the Games at Buckhurst Park before a crowd of 8,000 people.

A planned car park at Buckhurst Park still looked like a stretch of rice paddy.

As hundreds of competitors began to pour into Fiji aboard a wide variety of aircraft and seacraft, demanding to be bedded down in one of the three Games villages, the Games organisers reached a peak of irritability. It looked as if the whole thing was going to be bungled.

But opening day dawned bright.

Soon after 9 a.m. Mrs. Nono Tani, of the Cook Islands, whanged a tennis ball at her West Samoan opponent at Albert Park; Games Director of Organisation Joe Coyne mopped his brow in the sunshine and positively beamed for the first time in weeks; and the First South Pacific Games were under way.

The success of the following week proved that the late-August apprehensions were only last-minute jitters after all.

● **A detailed, 12-page Games Record will be found in this issue following page 74.**

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West New Guineans In Exile Face Plenty Of Problems

From a Correspondent in The Hague

Former West New Guinea leaders in exile in the Netherlands are optimistic that in 1969 they will return to a free and independent West New Guinea. But not many people share their optimism—least of all the Netherlands Government.

THE leaders have formed themselves into the Papuan National Front—an organisation rather mindful of the exiled organisation set up by the South Moluccans following the Indonesian revolution. In Holland there is a little of the same sympathy and support for the National Front as there was for the South Moluccan organisation, but none of it comes from the Government.

In an effort to improve relations with Indonesia the Netherlands Government is being careful to avoid association with the Papuans in Holland. The Papuans get the same social aid as any other resident in the Netherlands in need of it, but nothing else.

Eighteen months ago people like Nicolaas Jouwe, Marcus Kaisiepo and Filamon Jufuway were in the limelight, being wooed as the Papuan elite, the leaders of tomorrow. Today they are in the shadows, of no further use to the Netherlands.

The Netherlands' decision to get out of New Guinea was supported by the great majority of the Dutch at home. Very few felt the candle was worth fighting for.

The fact that the Government had promised self-determination to the people of New Guinea is now of little account to the average Dutchman—and if he thinks about it at all he would agree that Indonesia probably has no intention of keeping its promise to provide a free "act of determination" in West New Guinea by 1969.

Don't Know The Facts

Lack of information, rather than lack of principles, is probably the main reason for this general attitude of "couldn't care" in Holland.

Although the Papuan leaders in exile have realised their confidence in the Government was misplaced, they are still genuinely hopeful of a successful return to an independent New Guinea, and the activities of the Front will be continued.

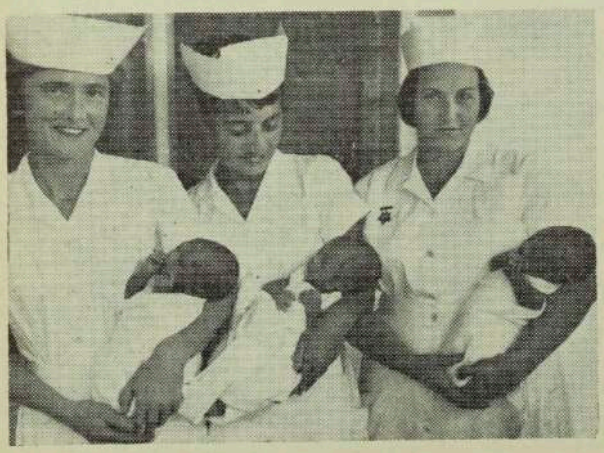
Not long ago the Front wrote a letter to the Australian and New Guinea Press. The letter, signed by Kaisiepo, as chairman, and Jouwe, as vice-chairman, appealed for assistance. They asked Australia to speak up for them whenever necessary.

They said that in Kota Baru Papuans were being forced to sign a document saying they were against a plebiscite for self-determination. Many Papuans had already been put in gaol.

The former leaders said that t rob the Papuans of their guardian the Indonesians had shipped the en tire force of Papuan Volunteers fro New Guinea to Borneo "where the were being forced to help the Indo nesians in their mischievous activitie against the British and Malayans. They added:

"It is not only we that are menace by Indonesia's lust for power. W know, Papuans feigning sympath for Indonesia have been told s that Indonesia cherishes the idea o one united 'Irian,' of one united In donesia from Sabang to Samarai.

"Our flag and our national anthe have been suppressed; the Ne Guinea Council of freely electe members was sent home. Indee only half a month of Indonesian ru is enough to teach us that we sha need the support of friends for th realisations of the rights granted us for 1969. As we cannot spea



THREE OF A KIND: These girl triplets born on Niue in June are the first to be recorded on that island. Holding the triplets are (from left) Miss B. E. Cass. Miss E. Cavender and Miss Isabel MacEwan, three NZ girls at the Lord Liverpool Hospital, Niue Island.

WNG Assembly Votes Against Plebiscite

The West Irian Legislative Assembly, in late August, decided that there will be no need for the people of West New Guinea to have a plebiscite on self-determination before 1969, *as was provided for in the August,* 1962, *Agreement between Indonesia and the Netherlands.*

The decision is the result of a three-part resolution passed by the Assembly (no doubt unanimously), that (a), the West Irian people are part of the Indonesian people; (b), that West Irian is part of the Republic of Indonesia; and (c), that the Regional Government of West Irian is part of the Government of the Republic of Indonesia. The resolution was signed by the Chairman of the Assembly, E. J. Bonay, a Papuan, who is also Governor of the Province.

The Assembly, which is composed of members nominated by the Djakarta Government, replaces the largely elected New Guinea Council which was inaugurated in 1961 *by the Dutch but which met for the last time in April,* 1963, *and prudently voted itself out of existence just before the hand-over of WNG to Indonesia.*

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● Prince Taufa'ahau, of Tonga (left), shakes hands with Captain Tevita Fifita, of Minerva Reef fame, after a kava ceremony in Auckland in August.

for ourselves we ask Australia to do so for us."

The Papuan leaders in exile are not the only former West New Guinea citizens with problems in The Hague. Many students have had worse difficulties.

Both the Government and various missions had been providing scholarships for West New Guinea students attending secondary schools and universities in Holland, and money for their support continued to be provided during the time the UN was in control in West New Guinea. But since May the Government has cut off its support. It told the students bluntly they had to return to West New Guinea.

Indonesian consular officials in The Hague were even more blunt. The Indonesian Charge d'Affaires, Dr. Mohammed Sharif, said the students should keep in mind that if they later applied for government positions in Indonesian territory using a Dutch diploma, they would be considered "pro-Dutch"—the Indonesian Government would, however, let them continue their studies in Indonesia.

Back home in West New Guinea the Indonesians also put pressure on many of the parents of the students to advise their children to cease their studies and return.

The Dutch Reformed Church took the same view as the Dutch Government and the Indonesians, and withdrew financial support from students, hoping thereby to force them into a "favourable decision" to return home.

In contrast, the Roman Catholic Church announced it would allow its students to decide their own future without pressure.

The result has been that many students bowed to necessity and returned to West New Guinea or have gone to Indonesia. A small group has accepted the risks of completing studies in Holland. They are making do by scraping up financial support from foster parents, the church, the Papuan National Front, and anybody else in sympathy with their plight.

Some former residents of West New Guinea lucky enough not to be students or Papuan leaders are better off. Most have been helped with accommodation, and permanent public servants have been placed on half-pay for five years and given a re-furnishing allowance. Their pension rights have been guaranteed.

Temporary public servants received on arrival in Holland two months of their salary in a lump sum, but were given no other help apart from accommodation.

Private people who left shops and offices in New Guinea have received no compensation for any goods or property left behind, or for their loss of income.

Fortunately business is booming in Holland and jobs are not scarce, but many of these people are finding it difficult to adapt themselves to European living again.

Castaway Skipper To Say Thanks With A Boat

Captain Tevita Fifita, Tonga's famous castaway skipper, plans to build a boat for villagers of Nacomoto, on Fiji's Kadavu Island, as a gesture of thanks for their help at the end of last year's Minerva Reef epic.

CAPTAIN Fifita said this in Suva in August when he passed through there on his way to New Zealand and Australia as a guest of TEAL to publicise the release of Olaf Ruhen's book *Minerva Reef*, which tells of the gruelling ordeal of Captain Fifita and 16 other men who were wrecked on Minerva Reef in the cutter *Tuaikaepau* in July, 1962.

Most of the castaways (some died) were rescued 102 days later after Captain Fifita, his son, Sateki Fifita, and Tevita Uaisale, sailed 300 miles to Kadavu in a makeshift outrigger to seek help. Sateki Fifita was drowned at the end of this voyage.

Kava Ceremony

On his trip to NZ and Australia, Captain Fifita was accompanied by his wife, Alapasita, Tevita Uaisale, and another castaway, Teiapa'a Blomfield.

In NZ, Auckland's Tongan community welcomed the Minerva Reef men with a kava ceremony in TEAL's Airways House. Those present included Prince Taufa'ahau, son of Crown Prince Tungi and grandson of Queen Salote.

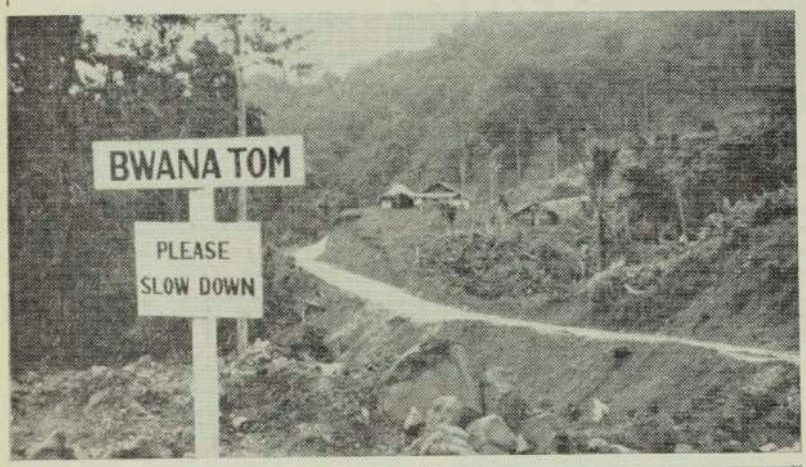
Olaf Ruhen's book, published in Australia and New Zealand in early September by Angus and Robertson Ltd., has been very favourably reviewed.

If sales reach the dimensions expected, the Tongan castaways—a dozen of them survived—will benefit financially.

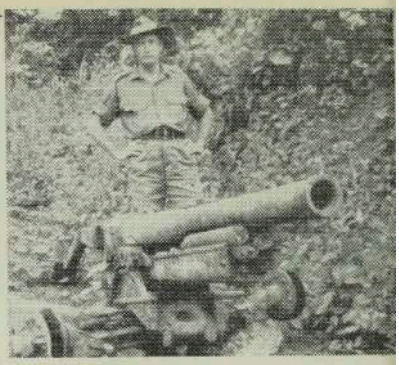
The rights to the story were bought by Fiji Times and Herald Ltd. from the Tongans concerned, and sold to the publishers; and all the royalties received, after deduction of expenses (which include the author's fee) will go to the Tongans.

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Where Army Men Toil











INDONESIA uses troops in New Guinea for civil duties—but so does Australia. The 21st Construction Squadron, of Victoria, recently completed 12 months' work in the Sepik District building roads, bridges and airstrips, etc.

The 21st has now handed over to the 17th Squadron, from NSW. More than 200 men are involved, and the Army takes the view that they are getting valuable training besides doing important building work in the border areas.

The pictures here show the activities of the Army roadbuilders in the Sepik.

Above (top) is Bwana Tom, a staging camp on the new road to Passam, where forward engineers have lived recently while road-building. It is a few miles from the coast, but high in the Prince Alexander Mountains, where it is cold enough for blankets.

The lower picture above shows the main camp at Moem, where engineers building the Wewak-Lumi road and other Sepik projects have been quartered. The camp is on the point of the Moem Peninsula, next to a new barracks for Pacific Islands Regiment troops. This area was the scene of one of the last pushes against the Japanese in the New Guinea campaign, and the Army men have unearthed a lot of Japanese weapons, radios and vehicles there.

The field gun (top right) was found on a high point, about five miles from Wewak. With it is Captain Lou Shaw, an engineer of the 21st Construction Squadron.

The centre picture (right) shows the end of the road to Passam as it was when the 21st handed over to the 17th Squadron. Heavy rains had slowed progress by the 21st, and it had failed to achieve its aim of building the road right to Passam. The 17th is now accommodated at Passam.

The lower picture (right) shows Headman Sangeoei, of Koigen village, who gave the Army a hill of coral (seen in the background) to seal the road to Passam. In return, Sangeoei asked the Army to build a road into his village to give access to the new highway.

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NG BORDER PEOPLE SETTLE IN TO A NEW ORDER

More than 3,000 New Guinea people in 50 villages which once thought they owed allegiance to the Dutch flag have settled down to a new life and a new language under Australian control. And they like it.

THE villages are spread out along an area that has become known as the Waris enclaves, on the northern border of West New Guinea and Papua-New Guinea.

Eighteen months ago the people there were administered by the Dutch, who had a patrol post at Waris and schools and missions in the area.

Australia was too busy extending its influence in other parts of the territory, where there were bigger populations, to worry about the people in this pocket, despite the fact that they were on the Australian side of the border.

When it became obvious 12 months ago that Indonesia was likely to be successful in its "confrontation" policy against the Dutch in West New Guinea, Australia moved hurriedly, and secretly, to bring the Waris enclaves under their true sovereignty.

Surveyors, schoolteachers and building materials were flown in, and patrols explained to the local people, with the co-operation of the Dutch, just what was happening.

Accurately Surveyed

The border was accurately surveyed at this point. Men using astro-fixes laid down small concrete cairns at intervals of about 15 miles, beginning on the north coast and working down towards the central ranges.

On the coast, at Wutong, there is a very large, permanent border marker put down by a Dutch party before the war.

Big logs were cut, painted white and laid down so they radiated out from the small cairns on four sides of the compass. From the air these markers look like white crosses, and an aircraft flying along their course can identify the border instantly. Aerial photographs indicate clearly which villages are on each side of the border.

The Australians took over the Dutch schools and erected others to speed up the take-over process. It is no accident that when the first junior technical school in the whole of the Sepik district was opened last month—on August 21—its site was at Amanab, which is a key patrol point from which the people of the enclaves are being administered. Other posts are at Green River and Imonda.

The new technical school includes a dormitory. The students will be taught useful trades.

Missionaries have been working hand-in-hand with the Administration to bring a slight change of gospel to the people of the area, and the earlier apprehension of the Administration is beginning to wear off now as the people show every sign of accepting happily the new order of things. They are getting more attention now than ever before.

Meanwhile, regular contact is being made with other people along the border who once were rarely seen by Australian patrols.

Parties of Pacific Islands Regiment troops, stationed at Vanimo, on the north coast, not far from the border, now patrol right along the border to the central ranges about once a month. In parts it is rugged going, with small or no population.

In the central ranges, themselves, an exploratory patrol is currently mapping the northern part of the Star Mountains in detail, assessing population and attempting to establish friendly relations with the border people.

The patrol is led by Patrol Officer J. R. McArthur, and has a medical assistant, Mr. K. Luther, two medical orderlies, 10 native police and 65 carriers.

UNCERTAINTY ON NEW GOVERNOR'S ARRIVAL

To the end of August, there was no indication of when the new Governor of Fiji, Mr. Francis D. Jakeway, would arrive in Fiji. It is understood that Mr. Jakeway, who has been Chief Secretary of Sarawak since 1959, could not make definite travel plans because of the political and international crisis over the new Federation of Malaysia.

Fiji's retiring Governor, Sir Kenneth Maddocks, KCMG, and Lady Maddocks, were entertained warmly in August, at a series of official and semi-official meetings in Fiji, where tributes were paid to their good service in the Colony in the last five years. They are to leave for Europe early in September.

NEW CALEDONIA'S ASSEMBLY APPROVES JAP TUNA PLAN

Approval has finally been given for a company composed of Japanese and local interests to build a plant for the treatment and freezing of tuna in New Caledonia.

THE company, Societe l'Ocean, is formed by the Japanese company, Taiyo Gyogyo, and a New Caledonian group headed by Mr. Andre Castex.

New Caledonia's Territorial Assembly approved the statutes of the company in an extraordinary session convened in August. Mr. Castex had first submitted the statutes for approval in 1959.

The Assembly's decision was made after hearing a favourable report from a special committee which went to Santo, New Hebrides, recently to study the agreement made there several years ago between Japanese tuna interests and a local company.

Societe l'Ocean's plant will be built on a bay of Noumea Harbour, near Ducos Peninsula. It will have a capacity of 1,200 tons. The agreement with the company calls for its completion in two years.

Five years from the signing of the agreement, the capacity of the plant is to be increased to 2,000 tons, and the plant is to be completely finished by then.

Refrigeration Ship

During the first two years, the refrigeration vessel *Eiyo Maru* will be anchored in the bay to freeze and process tuna caught by 20 Japanese trawlers operating off New Caledonia.

If a fish canning factory opens in Noumea operated by local capital, and if local fishermen cannot satisfy its requirements, Societe l'Ocean has agreed to supply fish for canning at the price for fish exported to Japan.

Societe l'Ocean will pay a tax of 260 francs (26/-) a ton on all fish exported to Japan during the first three years. The tax will then rise to 425 francs (42/6).

Societe l'Ocean has asked that no Customs duty be levied on the *Eiyo Maru* during her two years' stay in Noumea. This request is to be studied

The *Eiyo Maru* arrived in Noumea in mid-August and began receiving tuna from trawlers operating in local waters.

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COMMENTARY

Many Unanswered Questions On Fiji's Future

AT long last, the British Colonial Office has given Fiji an indication how it proposes to shape the Colony's future system of government; but there is nothing to show what that shape finally will be.

The retiring Governor, Sir Kenneth Maddocks (who leaves in September) told the Fiji Legislative Council on August 22 that "the Secretary for the Colonies will be glad, in consultation with representatives of the people of Fiji, to work out a constitutional framework which will preserve a continuing link with Britain, and within which further progress can be made in the direction of internal self-government".

He stated, also, that the future of the Colony would be discussed at a conference in London—"to be convened by the Secretary of State for the Colonies, in 1964 or early 1965" —where the British Government, and leaders of representative opinion in Fiji would try to agree on concrete proposals".

The Governor—speaking, of course, on behalf of the British Secretary for the Colonies—referred to:

- The "uncertainty" created by the recent debate on Fiji in the United Nations Committee on Colonialism.
- The Fijians' request in 1962 that the tie between Britain and Fiji be continued and be akin to that between Britain and the Isle of Man or the Channel Islands.
- The 1962-63 proposition (not accepted by the Fijians) that a "member system" be introduced in 1964 to give unofficial Legco members increased responsibilities in administration.

The Governor made the understatement of the year when he said the British Government believed "the time was approaching when the future relationship between Fiji and Britain should be clarified and codified". Better late than never, of course; but much clarification still is needed.

It is clear that, next year, an attempt will be made to introduce the "member system"—that is, administration of departments by members of Legco—and that preparations will be made in the coming 12 months for a conference in London between the Colonial Office and representatives of Fiji, which will try to agree on a plan for Fiji's future government.

There is no surprise in all this: it merely gives official shape to procedures that have been forecast by intelligent observers for some time.

Otherwise, there is vagueness and uncertainty in the announcements. For example:

How will the "representatives of Fiji" at the London Conference be chosen—by election, or by nomination, or both?

Will those "representatives" represent the Colony as a whole, or will they represent the clearly-defined communities?

Necessarily, in planning future government, each Fiji community will seek special consideration in one direction or another—how will that be taken care of?

If it is proposed to hammer out, at the London conference, what will be virtually a new Constitution, will machinery be provided under which the people of Fiji will have a final opportunity of accepting or rejecting the new Constitution?

What measures will be taken, *before* the London conference, to create in Fiji an atmosphere more favourable for unity of thought and action, between the racial communities, in relation to future government?

Does the Colonial Office really appreciate the fact that, before serious preparations can be made for a London Conference, it first must deal with the memorandum placed before the Secretary for Colonies by the Fijian Affairs Board in Fiji last January, in which it was made clear that the Fijians will not consider any constitutional changes (that is, any change in the spirit or substance of the Deed of Cession) until certain essentials have been dealt with. Those essentials are:

- *There must be a precise restatement of the guarantees on Fijian land ownership.*
- *Fiji must remain a Christian State.*
- *The Fijian people, through the Fijian Affairs Board and the Council of Chiefs, should continue to be consulted in advance on any proposed legislation affecting Fijian rights and interests.*

Does the British authority realise that this Fijian attitude of wariness and suspicion has been created by decades of uninformed fumbling at the British Colonial Office?

The retiring Governor of Fiji—who will be remembered mostly for his unfailing courtesy and urbanity—departs on a note of cheery optimism. But much more than optimism will be needed by his successor, whose task will be to find answers to the foregoing questions.

They've Been Too Long In The Bush

WHETHER the colour of their politics is "extreme" or just "somewhat"—as a NZ journalist alleges—it is obvious from the tone of two recent petitions on the Cook Islands to the United Nations that their authors have been too long in the bush. The petitioners, who claim that NZ is frustrating the political ambitions of the Cook Islanders, are Messrs. Julian Dashwood and Ronald Syme. (See p. 21).

Julian Dashwood—who writes as Julian Hillas—has been in the Cook Islands since 1929 when he became a trade-store manager for A. B. Donald & Co. Ltd. Before that he was a farmer in the Transvaal and a rubber planter in Malaya.

Ronald Syme arrived in the Cooks in 1953; he had previously been a newspaper correspondent and a PRO in the UK. Shortly after he took up residence, he espoused what he thought was the cause of the local people—especially as it related to reorganising them along commercial lines nearer his heart's desire. He succeeded in getting the backs up of many people, including Cook Islanders.

Epidemics of criticism of the NZ Government's role in the Cooks break out every time a correspondent visits the Group—and the criticism is not always without foundation.

Nonetheless, the worst thing that could happen to the 18,000 people of the Cook Islands at this stage would be for them to be cast off on to their own unviable economy.

Possession of the Group has never been of the slightest benefit to NZ. But without NZ's Support the Cook Group would be unable to maintain itself in the manner to which it is now accustomed.

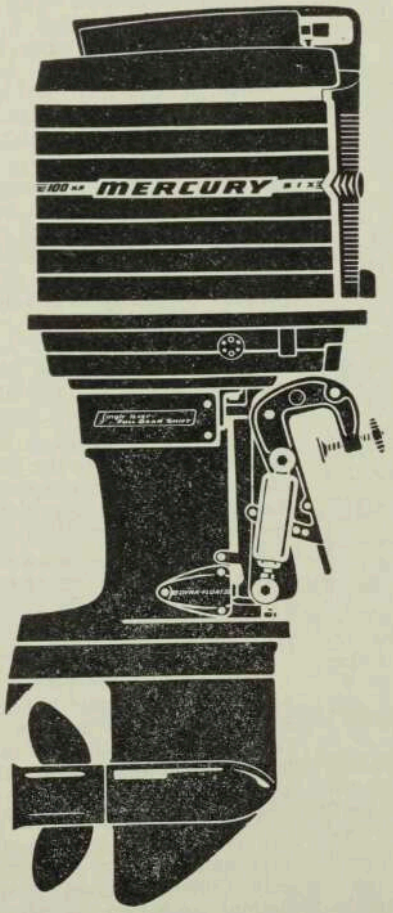
All the Group's exports go to NZ and NZ grants in the last financial year amounted to £730,000 against only £500,000 raised locally. These simple book-keeping facts make nonsense of the mischievous petitions of Messrs. Dashwood and Syme.

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SPEEDY DECISION EXPECTED ON P-NG UNIVERSITY

From a Special Port Moresby Correspondent

It is taken for granted in Papua-New Guinea that the Commission now deliberating on tertiary education will recommend the establishment of a university for the Territory. The $64 question left unanswered is how soon it can be made to happen.

IN early August, the Commission appointed to inquire into the needs for higher education in P-NG completed its public hearings and returned to Australia to examine in detail the structure of tertiary education in the main centres of Australasia.

Since its appointment by the Minister for Territories, Mr. Hasluck, in February, the Commission has scarcely drawn breath in travelling around Australia and P-NG. In a series of conferences in Canberra, Sydney and Melbourne, the three members (Sir George Currie, Professor O. H. K. Spate, and Dr. J. T. Gunther), first sketched an outline for their operations. Since then, they have been busily filling in the picture.

It seems that by the time their recommendations come before Cabinet, very little, either in the way of technical organisation of institutions of higher learning, or of public opinion on New Guinea's educational needs, will have escaped their scrutiny.

Public Sittings

The Commission heard evidence from 191 people in the Territory, and from others in Australia. The sittings, held in public, were interesting for revealing what the Commissioners were coming to decide, as much as what the public thought. It is now beyond question that the Commission will recommend the establishment of a university probably in or near Port Moresby.

The Commissioners have indicated that technical questions such as the availability of buildings and lecturing staff are the only considerations affecting the early launching of tertiary education for New Guinea. The Government would like to have a university functioning next year, to help blunt the sharp attacks of international critics as much as to accelerate the development of the country. But it seems impossible before 1965, and unlikely before 1966.

The Commission was given broad fields to roam in while conducting its inquiry—but there was a clear ministerial direction implicit in the terms of reference that a university *would* be set up in New Guinea. The advice required by the Government really came down to how and when this could best be done.

The terms, announced by Mr. Hasluck, called for a report on the means for further developing tertiary education to meet the present and prospective needs of the Territory.

The Commission was asked to consider, in producing this report, the numbers of students available, their qualifications, requirements and opportunities; the best means of affording Territory residents access to university education; the range of courses, degrees and diplomas; standards of entry and graduation; the staff and facilities likely to be needed; ways of integrating schools of medicine, agriculture, administration and teacher training, already established, with a Territory university; and the relationship of any Territory institution with universities in Australia.

The Commission was asked to recommend in detail where any new institutions of tertiary education should be established, how much they would cost, and how they should be run. It was warned that its recommendations must be closely and realistically related to Territory needs and conditions.

All this was to be considered, "having in mind the declared policy of the Government on higher education in Papua and New Guinea". That policy, of course, had been laid down two years earlier by Mr. Hasluck when he announced the planning of an Administrative Staff College for Port Moresby as the first step in establishing a Territory university.

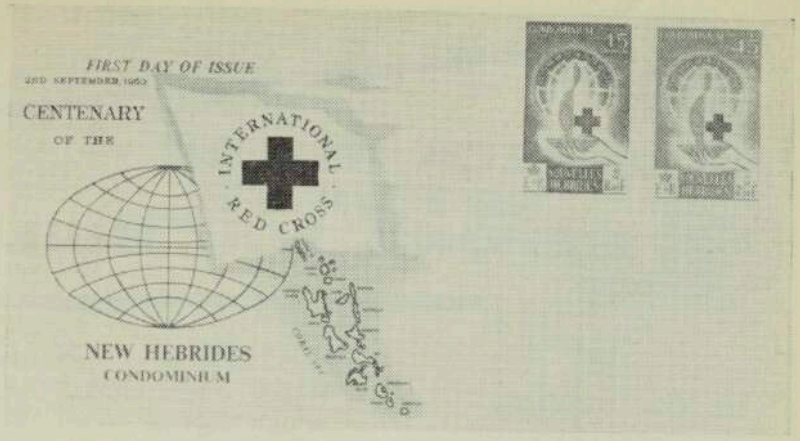
With so much taken for granted, it was hardly surprising that the work of the Commission aroused little interest in its public sittings. Public servants dutifully expounded their views, sometimes departmental, sometimes private. Native leaders, businessmen and missionaries came forward to accent points that were their special interest.

The Reactionary Planter

Only one person in New Guinea spoke against a university in the Territory—a planter from the Madang area.

Sir George Currie, chairman of the Commission, observed privately, later, that he had been surprised to find even that one instance of reactionary thinking, publicly expressed.

Mostly, the hearings were dull ses-



New Stamps in the New Hebrides

Independently, British and French territories make a good showing with their postage stamp designs, so it is not surprising that when they get together, as in the Anglo-French Condominium of the New Hebrides, the standard is just as high.

In September, the Condominium is issuing six stamps, three in the French series and three in the British, to mark the Freedom from Hunger Campaign and the centenary of the Red Cross. But the special interest will be in the first day covers, which are die-stamped. The cross on the cover illustrated stands out in a brilliant, embossed blood red.

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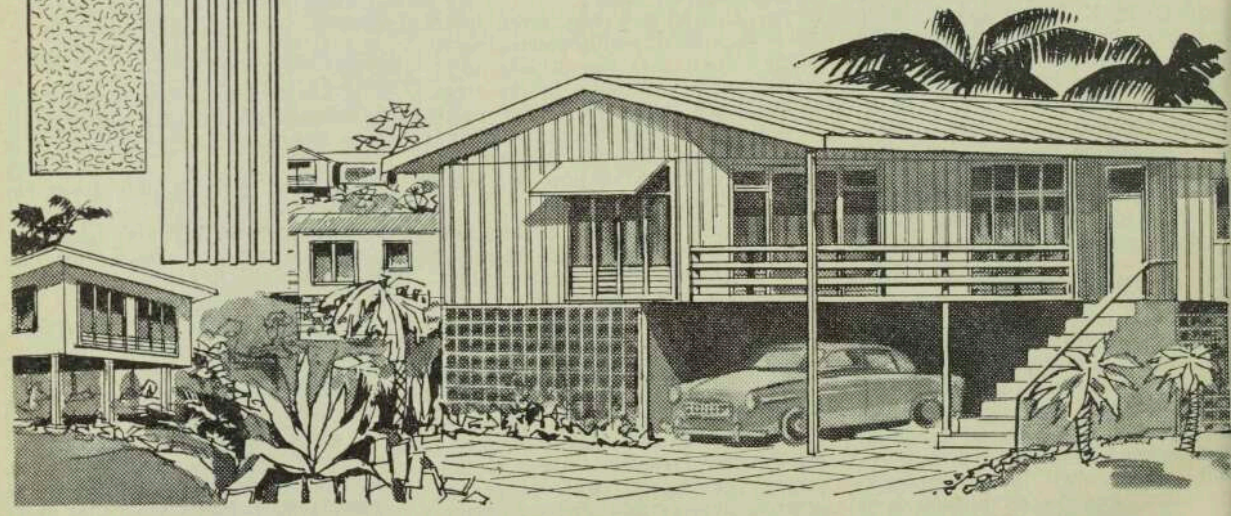
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sions and few witnesses seemed to try to answer a dozen or so leading questions supplied in advance to guide their testimony.

Some witnesses rode favourite hobby horses—the need for technical education; the dangers of ignoring a Christian foundation for study; the relative merits of science and the humanities in a predominantly peasant and agricultural country; the need to relate courses to the New Guinea environment; the need to give students access to the full depth of civilised experience.

Perhaps the only complete blueprint for the development of tertiary education was put forward by the Director of Education, Mr. Leslie Johnson.

His proposal represented a compromise between the problem posed by the shortage of students approaching matriculation standard, and the heavy weight of native opinion that degrees earned at a Territory university should rank with those of universities elsewhere.

Staggered System

He sugested a staggered system of entry, taking students from as low as intermediate standard, provided they had some professional experience, or as high as Australian matriculation level. Once the university was firmly established, he pointed out, and larger numbers of high-level students were available, the situation could be reviewed and the level for matriculation raised.

Mr. Johnson sugested that, initially, there should be faculties of arts, science, engineering, education, medicine, agricultural science, law, economics and administration. He foresaw the awarding of diplomas as well as degrees in all courses.

Noting the large majority of government employees likely to comprise the student body in early years, he urged strong government representation on the university's controlling body.

However, at the same time, he pressed for the Vice-Chancellor to have a wide area for independent action, clearly defined to negate political and official intervention. He recommended only a loose association with an Australian institution.

For the next two months, members of the Commission will investigate the mechanics of university administration in the Australian capital cities, and will later extend their inquiries to New Zealand and Fiji.

The report to the Minister will be written piecemeal by the three members over the next three months, and then collated. It should be in the hands of the Commonwealth Government by Christmas.

Instant High School Teachers Needed, Too

The P-NG Director of Education in Port Moresby announced in late August that an attempt would be made to recruit 50 secondary school teachers in the United Kingdom. The Territory was finding it impossible to get sufficient of these teachers from Australia, he said.

The announcement seems to sit oddly alongside the foregone conclusion that the Territory will have a university as soon as possible—and even sooner than that if the politicans have their way—so that, as our Port Moresby correspondent puts it, the attacks of international critics will be blunted.

Bearing in mind the everlasting scream from Australian universities about lack of staff, no money, overcrowding, and so forth, one may wonder if P-NG realises what it is letting itself in for. Australian universities are at least partly self-supporting but the P-NG institution will be virtually a free university and could become a great drain on the Territory's financial resources.

If Sir George Currie thinks that a misguided Madang planter is the only reactionary in the Territory, he's fooling himself. There are many who feel that a P-NG university—at this time—is absurd but, as in many other vital matters (such as the question of mixed marriages) they have learned to keep their opinions to themselves.

P-NG SEEKS MARRIED WOMEN AS TEACHERS

P-NG's Director of Education, Mr. L. Johnson, said recently that plans were being considered "to tap the teaching potential of married women in the Territory".

He said that despite accelerated training for men from Australia to meet the unprecedented demand for teachers in the Territory, the demand had not been satisfied, especially in more urbanised areas.

Undoubtedly, many married women could be trained as teachers to meet this demand, he added.

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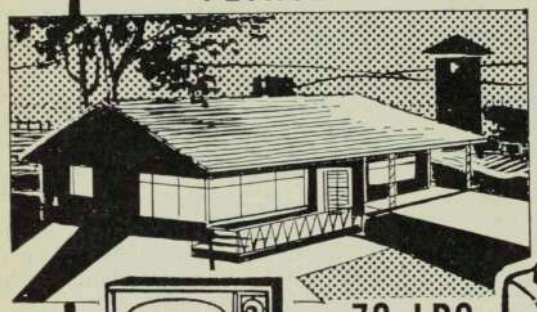
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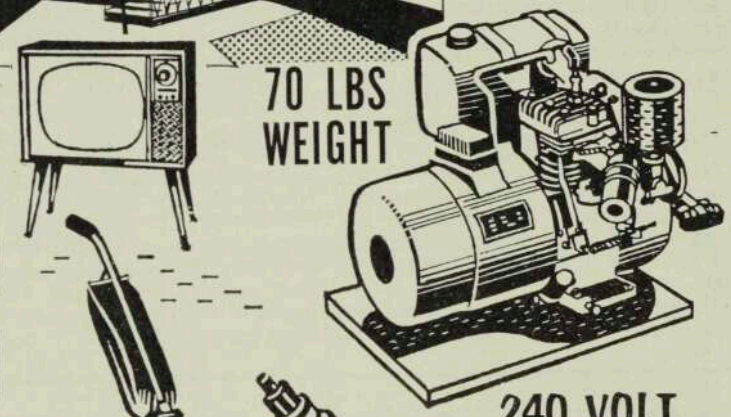
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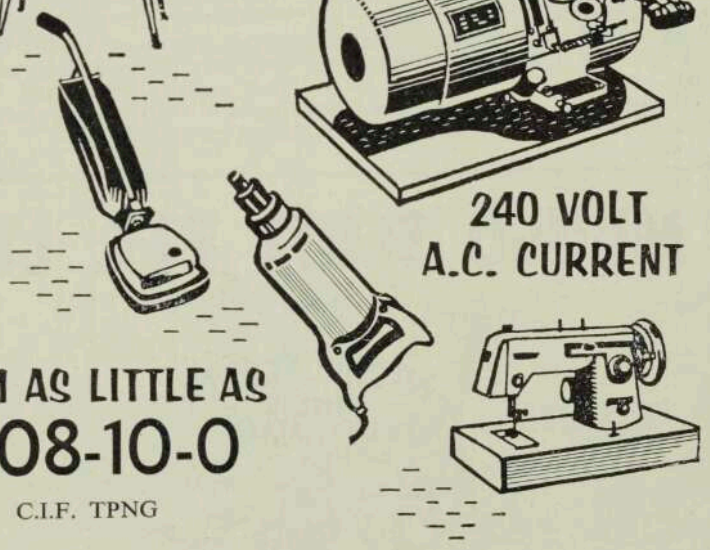
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Critical Education Problems In Western Samoa

Western Samoa's Assembly members have been criticised in the past for failing to take the problem of education seriously. But this did not appear to be the case in late July when the Assembly considered the annual report for 1962 of Western Samoa's Director of Education, Mr. C. J. Williams.

MR. WILLIAMS made it clear in his report that education in Western Samoa was in a parlous state, and every speaker in the Assembly echoed his concern.

"The present state of education," Mr. Williams said, "in relation to population growth, and the growing needs of the country for trained manpower and for development generally —economic, political and social—can only be described as critical."

He said at present only 12 per cent. of the school age population was receiving education to fifth and sixth grades, and only 3 per cent. was receiving secondary education.

Even for the present needs of the country these numbers should be doubled, and for future needs, they should be trebled.

However, there were neither the facilities, the local staff nor the resources to remedy the situation except by the urgent implementation of a long-term plan.

Mr. Williams said that without the £400,000 grant from New Zealand spread over the period 1961-65, it was doubtful whether there could have been any progress at all.

Even without essential expansion at higher levels, annual increases in the elementary level for salaries alone would amount to over £50,000 a year.

In fact, to provide adequately for the needs of education, expenditure by the year 1973 should total more than the whole Government expenditure of just over £1 million for all departments in 1963.

The Minister of Education, Tuatagaloa Te'o, said in the Assembly "What is going to happen if New Zealand educational aid comes to an end, as is now understood, in 1965?"

But the question in many members' minds was: "What is going to happen if we can't get that aid increased?"

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Two Kinds Of Policy Makers Visit Papua - New Guinea

It was pure coincidence that as the Australian Prime Minister, Sir Robert Menzies, Territories Minister, Mr. Hasluck, Health Minister, Senator Wade, and Works Minister, Mr. Freeth, moved into Papua and New Guinea in the first week of September, the World Bank Mission (10 members) moved from P-NG into Sydney and Canberra, on its way home to Washington.

THE Prime Minister, attended by the other Ministers, was to formally open the conference of the Western Pacific Regional Committee of the World Health Organisation in Port Moresby on September 5.

He was then to fly to Goroka for two days at Goroka, Mount Hagen and Banz.

On September 7, the Ministers were to assemble again north of Port Moresby, where Sir Robert was to formally open the new Sirinumu Dam, on the Laloki River.

The Prime Minister planned to spend the night on the cool Sogeri tablelands, and fly back to Canberra on the 8th.

Policy Statement

It had been hoped that, as a result of this tour, and of opinions expressed by the World Bank Mission after its examination of the Territory's economy, the Australian Prime Minister would indicate whether Canberra had any plans for protecting Australian investments in P-NG.

It was announced, as *PIM* went to press, that the Prime Minister would discuss Australian policy in P-NG in a speech over Port Moresby radio on September 6. This could be an event of significance to the Territory.

According to a statement in Parliament, Australia, in the last 12 years, has given P-NG no less than £150,280,000. The total Administration expenditure there, including local revenues, was estimated at £220 million. The investment there of private capital, within the same period, runs into tens of millions of pounds.

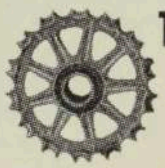
The World Bank officials—who went to the Territory in June at Canberra's request to examine the P-NG economic potential—have commented on the fact that Australia has spent enormously in preparing the natives for self-government, preparatory to Australia's withdrawal; but has done pitifully little to establish the industries that will be necessary if the natives are to have a self-sufficient economy.

The mission is believed to have pointed out, also, that even with those enormous grants from Australia, the Administration itself could not be expected to establish a self-sufficient economy—that there must be investment by private enterprise from outside, skilfully directed and generously financed.

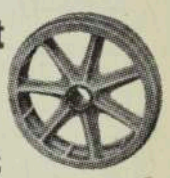
Members of the mission, during their few days in Sydney and Canberra, had far-reaching conversations with the heads of Australian finance and trading corporations about investment in P-NG.

It is believed the mission was told, quite frankly, that Australian corporations would not invest in New Guinea unless there were guarantees from Canberra of security for investments against political dangers, plus some change in land-ownership policies.

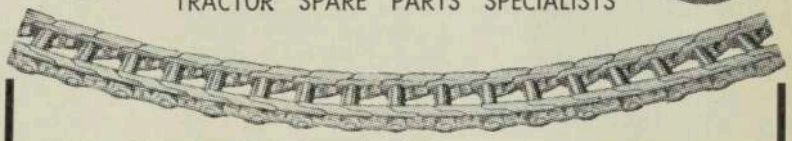
The mission leader, Mr. K. R. Iverson, before leaving Moresby, said that the Territory's resources—especially agricultural land, forests, and fish—could be developed as part of a good economic structure.



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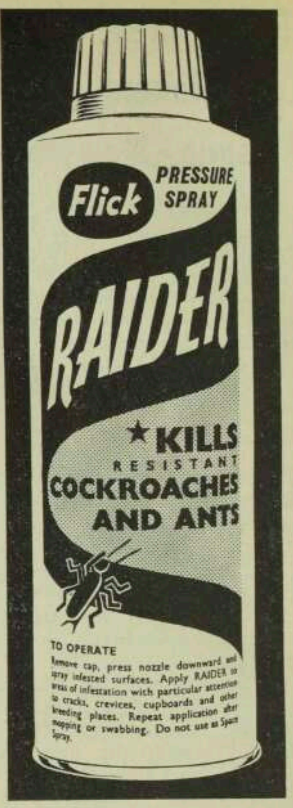
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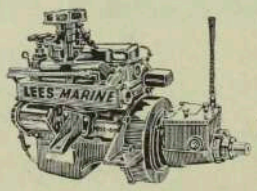
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Wellington Angry Over Allegations On Cook Islands

Allegations made to the United Nations that New Zealand was seeking to frustrate the political aspirations of the Cook Islanders caused plenty of justifiable irritation in Government circles in Wellington in August.

THE allegations were made in petitions from two European residents in the Cook Group to the UN's 24-nation Special Committee on Colonialism.

The petitioners are Mr. Julian Dashwood, of Mauke, who is a member of the Cook Islands Legislative Assembly, and Mr. Ronald Syme, of Rarotonga, an author of books for boys.

Mr. Dashwood said in his petition that he had lived in the Cook Islands with his Polynesian wife for the past quarter-century and was the only European in the Assembly representing a native constituency.

Referring to "an apparent lack of urgency" on New Zealand's part to bring the Islands to self-rule, he said that no country, "however benevolent and paternal its rule, has a right to exercise indefinite control over another, and it is only too easy, through 'reserved areas' and other methods to introduce an effective form of neo-colonialism."

He said the situation was not helped by the "apathetic attitude" of the islanders themselves, "for whose almost total ignorance concerning independence one must surely hold the Administration responsible".

Mr. Dashwood added: "The consistent alignment of NZ's foreign and military policy with that of the American State Department may very well not necessarily prove to be consistently in the interest of these islands."

Charming and Deserving

Mr. Syme asked in his petition that the UN committee "spare a thought for these very charming and deserving Polynesians of the Cook Islands."

"They have no one to speak for them," he said, "are debarred from knowledge of the outside world, and are at present very poorly equipped, by circumstances utterly beyond their control, to face the advent of self-government."

Mr. Syme added that the "so-called Legislative Assembly" was merely a "face-saving gesture" and "an intimidated puppet organisation" set up to convey the impression that NZ intended to comply with the UN's declaration on the independence of colonial countries and peoples.

News of the petitions of Messrs. Dashwood and Syme brought a vehement protest from NZ's Prime Minister, Mr. Holyoake, who said the suggestion that NZ was seeking to frustrate the Cook Islanders' political aspirations was the opposite of the truth.

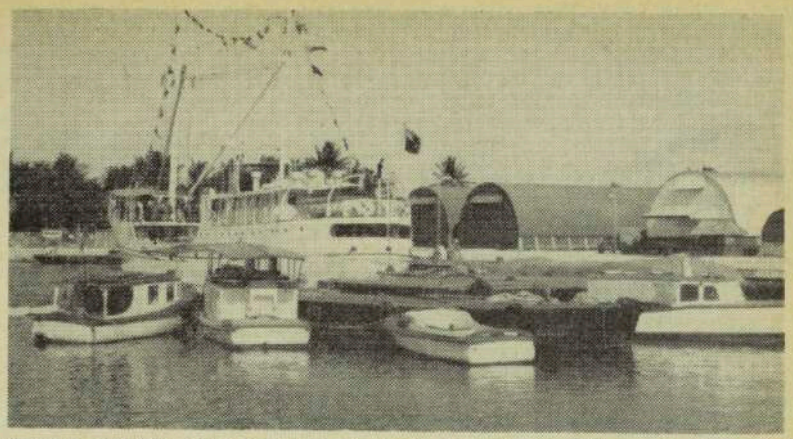
Constitutional development, he said, had been proceeding steadily in the Cook Islands for more than 15 years and the NZ Government had stressed that it was anxious to give the islanders as much self-government as they wanted.

Mr. Holyoake went on: "The Cook Islands Legislative Assembly, the great majority of whose members are elected on universal suffrage, was asked last year for its views on the constitutional status of the territory.

"In a unanimous resolution, passed in the absence of the official members, it made clear that full independence was not the goal of the people of the Cook Islands.

"The Assembly did, however, ask the NZ Government to give the islands the fullest possible internal self-government, while at the same time preserving for the Cook Islands people their present status as New Zealanders.

"Detailed proposals for introducing full internal self-government were



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laid before the Assembly at the beginning of its current session and, at the Assembly's request, the Government has arranged for a team of constitutional experts to go to Rarotonga to help it formulate its own views."

Mr. Holyoake said the constitutional experts were Mr. J. B. Wright, NZ's High Commissioner in Western Samoa; Dr. C. C. Aikman, Professor of constitutional law at Victoria University, Wellington; and Dr. J. W. Davidson, professor of Pacific history at the Australian National University, Canberra. (They left for Rarotonga in late August).

Mr. Holyoake added: "The Government's whole policy towards NZ's island territories is to encourage and enable them to stand on their own feet as much as possibe, while continuing to give them all the help they need, and maintaining for as long as they wish their association with NZ."

Other comments provoked by the petition to the United Nations included an editorial in the Wellington newspaper, *Dominion,* and an article by *Auckland Star* reporter Noel Holmes, who recently published a series of critical articles on the Cook Islands (*PIM*, Aug., p. 59) after an extensive tour of the Group.

The *Dominion* said NZ had no need to be bustled or embarrassed by her record in the Cook Islands, but that, with the "march of strident nationalism" in Africa and Asia, it would have to expect increasing interest in the Cook Islands from "noisy anti-colonial protagonists.

"Nobody would pretend that NZ has always discharged her obligations as well as she might," the newspaper said. But it added that since World War II sincere and earnest efforts had been made to advance the Cook Islanders' welfare and to facilitate political development. The cost of these efforts to NZ taxpayers last year had been nearly £750,000.

Holmes said in his article that independence was the last thing the Cook Islanders wanted and that if they did get it, the Group would undoubtedly become bankrupt overnight.

Holmes added that the two petitioners to the UN, Messrs. Dashwood and Syme, were both leftists—Mr. Dashwood being "an extreme leftist" and Mr. Syme "somewhat leftist politically."



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Islanders "Open To Subversion"

Cook Islanders are "susceptible to indoctrination and perhaps subversion", and for this reason the NZ Government believes that people with certain radical views should not be allowed to visit the Cook Group.

NEW ZEALAND'S Minister of Island Territories, Sir Leon Gotz, said this in the NZ Parliament in August during a lively two-hour debate on Government refusal to allow a former member of the Communist Party to visit the Cook Islands.

Another Government member, Mr. A. E. Allen, who visited the Cook Islands recently, said the Cook Islanders were "as gullible a race as you'd meet anywhere".

The debate developed out of a petition to the Parliamentary Petitions Committee from Mr. G. F. Mills, an officer of the NZ Government Tourist Bureau, seeking freedom of movement within his own country.

The Cook Islands Resident Commissioner refused permission for Mr. Mills to spend a vacation in the Cook Islands last year under the Cook Islands Immigration Regulations, 1939. No reason was given for the refusal.

After hearing evidence from Mr. Mills, the Parliamentary Petitions Committee unanimously recommended to Parliament that no action be taken on the petition—and the Parliament took no action.

P-NG PLANTERS DISTURBED BY LACK OF CONFIDENCE

Planters' associations in both Papua and New Guinea complained in August about lack of confidence for investment in the Territory.

In Port Moresby, Mr. B. E. Fairfax-Ross, president of the Planters' Association of Papua, said that the need for asset guarantees by Government was inescapable. The Association, he said, had submitted various schemes to the Minister for Territories who had examined them but found various political and economic difficulties in putting any of them into effect.

In Rabaul, in late August, a conference of the New Guinea Planters' Association voiced concern at a "lack of confidence in the political future" of Papua-New Guinea displayed by "Australian financial circles".

"This is a very real obstacle to investment of capital and a major cause of capital flight from the Territory," the Planters' Association conference said in a resolution.

The resolution added: "The seriousness of the situation is gauged by comparing the yields of the present market price of shares of Territory companies with Australian companies.

"The Association feels it is of the utmost importance that the Australian Government do everything possible to correct the erroneous impression of the Australian public, thus increasing capital investment in this Territory."

£25M. Budget Hand-Out Confuses Issue For P-NG Investors

By R. W. ROBSON

Although few people have been encouraged to put money into Papua-New Guinea recently, except on the most easily removable terms, the Territory is full of beckoning opportunities if one forgets politics. Now Australia's flamboyant, 1963-64 Budget gesture complicates the issue for those in doubt.

AUSTRALIA'S annual gift to the dual Territory has been raised from £20 million (1962-63), to £25 million in 1963-64. With PNG's own commercial earnings of, say, £15 million, that means that P-NG has a possible £40 million per annum to spend, if it wants to spend.

Actually, it is more than that. A good many millions being disbursed by Australia in New Guinea under non-Administrative headings — like Army, and Civil Aviation—are not included under "Territories" in the annual Budget. Papua-New Guinea now is probably the world's most richly-endowed small Territory.

As seen through the trader's spectacles, £40 million a year is a lot of money; and a very large proportion of it, in one form or another, goes through the commercial strainer, for the benefit of private enterprise in P-NG and Australia.

Much of Australia's £25 million, of course, is paid away to the army of well-paid, comfortably-circumstanced public servants now maintained in P-NG. Some of that money goes South, to maintain dependants, and swell insurance and savings bank funds. But the greater part of it is spent right there in the dual Territory, to provide thousands of public service personnel with food, shelter and amenities.

To Serve An Army

And so, to take care of that army of public servants there is another army of traders, shipowners, caterers, builders, butchers, bakers and candlestick-makers—a numerous, prosperous, and on the whole optimistic community of Europeans and Chinese.

This solid phalanx of private enterprise serves also the needs of the growing lines of primary producers.

If there is reluctance to engage in the long-term enterprise of coconut-planting—the life of a palm is some 70 years, and God knows what will have happened to plantation ownership only two or three decades hence —there is eagerness to produce cocoa, coffee and peanuts and similar quick and profitable crops, besides timber and beef.

Official statistics limp far behind



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the needs of day-to-day summaries; but it can be taken as certain that, despite the fears of outside investors, more and more planters are producing more and more.

And there is another healthy, non-official community, the sight of which greatly cheers the trading classes. This is the steadily growing community of native producers.

They are slow to learn, stumbling, uncertain of their course; but the over-all picture is beyond doubt. More and more natives are planting more and more acres of coffee and cocoa and similar crops—and using the proceeds to establish a higher standard of living. That, in turn, means a greater demand for consumer and capital goods of European origin.

More Trade

For years, there has been no doubt about the profits to be made in P-NG. Very comfortable earnings have travelled South to assist the balance sheets of Australian corporations. Accumulations of impressive size have been transferred to Australia by the Territory's Chinese merchants, to reappear in substantial brick-and-mortar assets in Brisbane, Sydney and Melbourne.

Many, many millions of taxpayers' money which left Australia for use in taming the noble savage, returned inevitably to Australia through the complex processes of trade, as dividends for shareholders, savings-banks deposits, blocks of flats.

Already more and more salesmen from Australia, Europe and Asia have been carrying their sample cases into Papua and New Guinea, and more overseas people are examining the Territory investment "opportunities". Obviously, this new £25 million shot-in-the-arm will further stimulate P-NG economy, already pulsating strongly under production growth and social improvement.

Surely (argue experienced observers) here is a place that literally calls for investment.

The Political Angle

But then, alas, we must turn for a look at the political angle. Only fools can ignore that, nowadays. And the whole picture is changed.

Since World War II, untimely, upsurging nationalism has overthrown established law and order in a score of countries, and thousands of property-owners have been callously robbed of property worth hundreds of millions of pounds. Netherlands Indies, Egypt, Cuba, various new States in Africa, West New Guinea—

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the list is a long one, and of very similar pattern. Can Australian New Guinea escape?

Ten or 15 years ago, Australian individuals and corporations invested their money without hesitation in Papua and New Guinea. Overseas capital placed there confidently even since World War II, in land and trading and industrial enterprises of many kinds, totalled scores of millions of pounds.

Today, three ugly pictures, any one of which, alone, is likely to scare off investors, hang over Port Moresby's front door. They are:

● Australia has submitted to a United Nations crash-plan, under which the almost completely illiterate and untrained native community of New Guinea is being forced to accept self-government within five years. Australia, under UN pressures, has given various assurances to the natives that they will be "free" to run their country as they wish, within a few short years; but has given no similar assurance of security to the numerous European interests which have made substantial investments in the country.

● Indonesia appears on Australian New Guinea's borders as an increasingly aggressive, arrogant and irresponsible nation. None knows where it is heading. Indonesian people, as people, are not frightening; but there are 100 million of them, and under unpredictable Soekarno, they could become the spearhead of the southwards thrust of the countless hordes of Red Asia. Of all the South Pacific countries, New Guinea is nearest to Red Asia, and vulnerable.

● A recent decision by the P-NG Supreme Court placed all non-native land titles—hitherto regarded as unassailable security—in jeopardy. The decision is being appealed against; but a long time must elapse before the situation is cleared. Meantime, the outlook regarding New Guinea securities is under a cloud.

There are trading opportunities galore in Papua and New Guinea today. But people wishing to invest in private enterprise there cannot be blamed if they do not allow their money to go deep into the country's economy; but keep it in a condition easily negotiable, ready for quick withdrawal, if political and allied developments should challenge the Australian authority.

Events of the past five years, in Africa, Asia, the Caribbean and elsewhere, bristle with examples of how private interests can be sacrificed to political expediency.

From the Islands Press

FIJIANS need the world's understanding and sympathy, for their position is unusual. They should be careful not to alienate world sympathy by even oblique reference to the possibility of clubbing people who do not share their opinions, or by assuming a "divine right" of chiefs.

We must face facts—that Fijians and Indians must learn to live harmoniously, and that we must all learn to be adaptable to changing conditions.—*Letter from I. Hames in "The Fiji Times", Suva.*

THE question (of a university for Papua-New Guinea) should not be considered before the Papuan taxpayers alone, with the profits of their own plantations, mines, forests, curios, industries, etc., are able to pay for the necessary buildings and professors.

Otherwise, Australian money will be used spectacularly only for a few local "intellectuals" who will show only contempt for their "bush brothers".—*Letter from "Expatriate", Cape Gloucester, New Britain, in the "South Pacific Post", Port Moresby.*

IN a fairly recent letter, I criticised the simian behaviour of the adolescents of Matavera (Rarotonga) at their local cinema. It appears that the proprietor of this cinema has also done some thinking on the matter and finally decided to take action. Last Saturday night, before the programme began, he made one of the shortest and most forthright speeches probably ever to emanate from a Cook Islander, viz:

"I am fed up with the lot of you. If you howl and scream and catcall tonight, the lights will be switched on and the film stopped. You children will then be thrown out and your money will not be refunded. Now SHUT UP."

The natural result was an unprecedented silence throughout the showing of the "Ten Commandments".—*Letter from Ronald Syme in the "Cook Islands News".*

THE recent agreement of the traditional leaders of Tutuila and Manuia to volunteer the labour of their people in digging the Alava Road to the TV station area is another clear indication of lack of knowledge on the part of the leaders. Take a secret ballot today in any village in American Samoa and the results should prove that the free labour on Alava is the most unpopular thing on the island right now.—*Editorial in "Samoa News", Pago Pago.*

IT is welcome news indeed that Prime Minister Sir Robert Menzies will visit Papua-New Guinea [in early September]. It will be a big disappointment to other Territory centres that his visit has been restricted to four days, taking in only Port Moresby and the Highlands. However, he can make up for this disappointment by issuing a firm statement of the kind we are all anxious to hear.

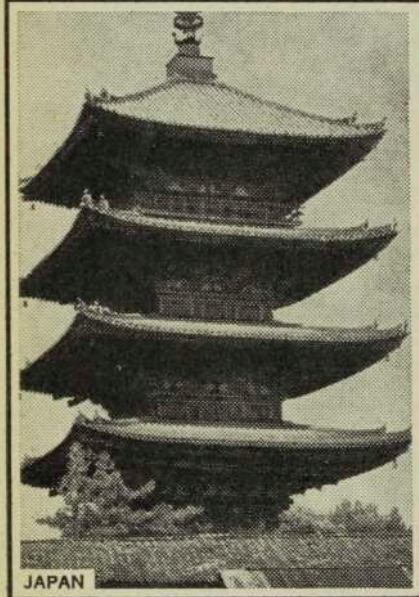
What we want to hear is . . . what will be the unwavering attitude of the Australian Government to its Australian expatriate citizens when, or if, an independent Papua-New Guinea Government threatens the security of their investment or life-long endeavours?—*Editorial in "South Pacific Post", Port Moresby.*

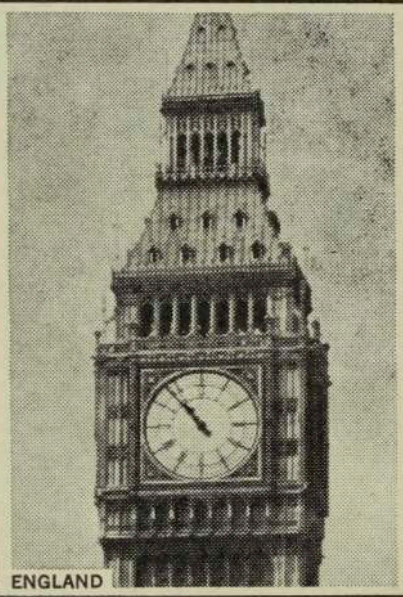
WE in Western Samoa have been an independent State for nearly two years now. Although it may seem a very small point, isn't it about time that Government departments ceased using the British and NZ "On Her Majesty's Service" envelopes for official correspondence? Our Government shows no sign of joining the British Comonwealth so even in small things we should show our independence. . . .

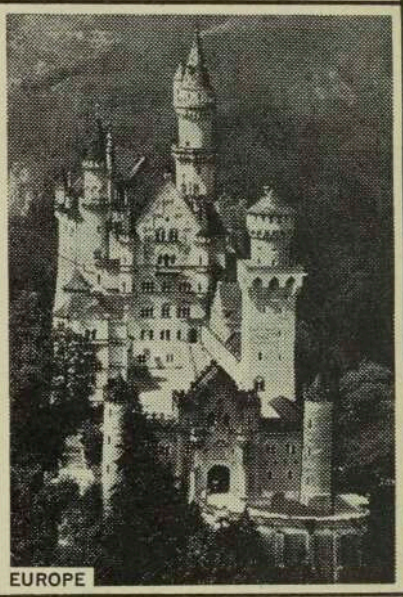
It is difficult to understand why a man prominent in our country's struggle for independence, Fiame Mataafa, our Prime Minister, should be opposed to newspapers and the liberty of the Press. Surely the Hon. Prime Minister knows that such liberty, such freedom of expression are essential, and it would be a sad day for Western Samoa if the Press was restricted or banned and the impression of a "Police State" was conveyed to the outside world.—*Letters from readers in "Samoana", Apia.*

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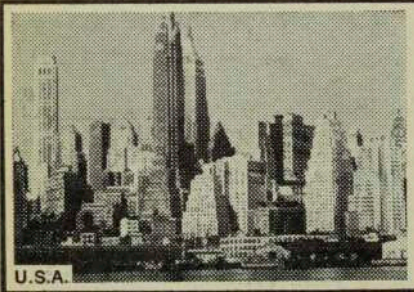








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P-NG PREPARES FOR NEXT YEAR'S BIG POLL

Three bills that pave the way for the dissolution of the P-NG Legislative Council and the creation of the new P-NG House of Assembly provided the most important business before P-NG's Legco at a short meeting in August.

THE bills provide for a common-roll of all electors in the combined Territory who, next March or April, will choose 54 members—44 from open electorates for which anyone can stand; and 10 from reserved electorates for which only non-natives can stand. In addition, 10 official members will be appointed, making a House of 64 members from whom a Speaker must be chosen by the Members.

Except in a few cases, such as fixing voting age at 21 instead of 18, the legislation follows the recommendations made by the Select Committee on Political Advancement which presented its first interim report late last year and its second at the last meeting of the Council in March.

At the 1964 elections for the House of Assembly, all electors will vote for two members—one standing in an open electorate and one standing in a special electorate of which the open electorate forms a part.

Open Electorates

There is no reason why a non-native could not be elected in an open electorate, but it is thought that under existing conditions in the Territory, this will be unlikely.

Although Commonwealth or P-NG public servants and others holding statutory offices are not qualified to stand as candidates, one of the bills introduced in August will enable public servants to resign to contest elections but to be re-appointed without loss of status if they fail to be elected.

This provision will obviously be of more benefit to native politicians than to non-natives.

Nothing has been said about salaries for members of the new House and no European public servant, unless on the eve of retirement, could live on the allowances he would probably get as a member.

There will probably be six months between the issue of a writ for election to the declaration of the poll, with polling alone taking five weeks.

Even native would-be members might, therefore, find this period in suspension a strain on their domestic resources.

In framing the proposed legislation, P-NG has drawn largely on the Australian electoral system—including the principle of preferential voting. However, for P-NG, certain modifications are to be allowed.

In Australian elections, numbers in order of preference must be put against the names of all candidates, and no alterations are permitted on the ballot paper. The result is a high proportion of invalid votes.

In P-NG it is proposed that if numbers are placed alongside a proportion of the names (say four out of six), the four will be counted.

As a huge proportion of the electorate will be illiterate and symbols will have to be used for candidates' names, and as the vote is supposed to be secret—although the voter may ask for help—five weeks for finding out the result of the roll may be a conservative estimate.

In introducing the legislation, Mr. W. F. Carter, Acting Assistant Ad-



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BEST ON RECORD



BILL SEVESI and his Islanders—
"Aloha Samoa"

Samoa E, Filemu Pei Ole Lupe, Faleula E, Teina Ea, Malei Tagifa, Goodbye my Feleni, Siva Siva Maia, Musu Musu Atu, Oka Oka La'u Honey ..... *VIKING VP 54*

★★

THE BEAT OF THE PACIFIC—Daphne Walker, George Tumahai, Samoan Surf Riders, Richard Santos, Bill Sevesi's Islanders	VP 64
FESTIVAL OF THE SOUTH SEAS—Eddie Lund, Daphne Walker, Bill Sevesi, Etc.	VP 59
SEA BREEZE—Daphne Walker, George Tumahai, Bill Sevesi, Etc.	VP 37
ECHOES FROM A DISTANT LAGOON—Eddie Lund	VP 40
LITTLE BROWN GAL OF TAHITI—Toti's Tahitians	VP 24
MEET ME IN TAHITI—Eddie Lund	VP 21
LURE OF TAHITI—Edde Lund	VP 14
LET'S DANCE TAHITIAN—Eddie Lund	VP 60
FIJI CALLS—Kabu-Kei-Rewa Men's Choral Group, Adi Cakabau School Girls' Choir	VP 47
FIJI MILITARY BAND—with chorus	VP 19
EXTENDED PLAYS	
TROPICAL STRINGS—Eki Lobendahn Trio	VE 56
POLYNESIAN FAVOURITES—Daphne Walker, George Tumahai, Bill Sevesi, etc.	VEEP 6
ISLAND FAVOURITES—Daphne Walker, George Tumahai, Bill Sevesi, etc.	VE 53
HAPPY TAHITI—Daphne Walker, Bill Sevesi's Islanders	VE 92
ECHOES OF TAHITI—Toti's Tahitians with Vocal Group	VE 89
TAHITI . . . MON AMOUR—Eddie Lund	VE 80
A NIGHT IN TAHITI—Loma and Her Polynesian Playmates	VE 74
JUMPIN' AT THE BAR LEA—Eddie Lund	VE 39
TAHITI DANCES—Eddie Lund	V 126-26
TAHITI!—Eddie Lund	V 126-25
GOIN' SAMOAN—Samoan Surf Riders, Bill Sevesi, etc.	VE 79
SATURDAY NIGHT AT KOROLEVU	VE 88
HIBISCUS FESTIVAL—The Melody Spinners	VE 64
BULA MAI VITI (Welcome to Fiji)—The Tamani Girls	VE 58
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ministrator (Services), who is P-NG's Director of Posts and Telegraphs, said the Australian Electoral Act had been chosen as a model because both the Australian electoral system and its legislation were regarded as "about the best in the world".

PIM imagines that that is merely an Australian opinion.

Debate on the bills was adjourned until the September (Budget) session of the Legislative Council — which will also be its last.

New Kind of Local Council

Other legislation introduced at the August session included a new Companies Act (see page 128), and a bill to pave the way for local government bodies with increased powers, including that of levying rates.

At present, local government consists of Native Local Government Councils charged with community development, such as road maintenance, school-building, health and sanitation services, etc. They levy taxes for financing these projects. These Councils have jurisdiction over only the native people of their areas.

The only other local councils are advisory only—Town Advisory Councils and District Advisory Councils, members of which are drawn from all communities and races.

To date, non-native residents of the Territory have shied away from anything more practical in the way of local government, because to set up real local government would mean more taxes of some sort.

The new Local Government Council Bill, 1963, repeals the Native Local Government Council Act of 1960 and makes it possible to proclaim councils as either multi-racial or mono-racial. It provides also for the appointment of a Local Government Commissioner with far-reaching authority.

To date Native Local Government Councils have been under the control of the Department of Native Affairs and are, in fact, one of the few functions still left to that emasculated Department which, piece-by-piece is being deprived of all its former glory.

● The United Synod of the Methodist Church in Fiji wants women police in Fiji. At its annual meeting recently, a resolution was approved urging the Fiji Government to form a division of policewomen who would be responsible for the guidance of women and teenage girls in urban areas.

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Tropicalities

An Australian financial knight, Sir Arthur Warner, who is reputed to have made millions out of television enterprises in Victoria recently, was in Fiji in August, threatening this quiet Colony with TV. He is head of a big concern called Electronics Industries Ltd.

SIR ARTHUR is a famous yachtsman, and he went to Fiji to meet his son Peter, who was returning to Australia in the 73-ft, schooner-rigged yacht *Astor*. He was met in Fiji by his company's projects manager, Mr. C. C. Zahara.

Sir Arthur said a little about TV, but enough to startle Fiji. Mr. Zahara said a good deal.

Electronics Industries, it appears, proposes to operate two commercial TV stations in Fiji—one at Suva and one at Lautoka. The stations would function in English, Fijian and Hindi. They would have access to big film libraries overseas, and they would assist the Education Department with education programmes. They would train local technicians and supply the Islands with sets at about £70 each.

The company has made "a complete technical and business survey" of Fiji, and is about to lay a plan before the Government. In return for its enterprise, it wants a franchise for manufacture of television and radio sets in Fiji.

This really caught local attention. Fiji has gone into duty-free goods in a big way for the tourist trade. Japanese manufacturers have been pouring radio and television sets into Fiji; and tourists from overseas have been buying them at a tithe of what they cost in countries with Customs charges.

Mr. Zahara did not say so, but after he had finished talking, some Fiji folk had visions of lines of tourists leaving there armed with Fiji-made TV sets bought at prices very much less than the £150-£200 charge made in Australia or New Zealand. They thought that that might have political repercussions.

The visitors' policy of publicising their plans at this early stage did not make a good impression. There is no indication that either the Fiji Government or Fiji public want a tie-up with any TV corporation as powerful as Electronics Industries; and there are indications that, if Fiji is to have TV, it is the wish of both Government and public that the service should be supplied by a local organisation.



FOR NEW YORK: Mr. Dudley McCarthy, formerly an Assistant Secretary with the Department of Territories, Canberra, and now Australian Minister to the UN, was aboard the "Mariposa" in August to farewell his wife and children when they left Sydney for New York. Mr. McCarthy followed by air a week later. Mr. McCarthy has relinquished his post as Senior Australian Commissioner on the South Pacific Commission to Mr. R. Swift, of the Department of Territories. The children (from left) are Nigel, Elisa and Clarissa.



TONGA'S BIG DAY: Nukualofa's annual Vaiola Hospital Week, during which funds are raised from the public, was a big success this year—and most popular of all was the day when the procession came to town. Local schools competed for the best float. This one was sponsored by the Government Primary School at Ngeleia.—Photo: Hettig.

He's Working on a Handicrafts Catalogue

WE heard in Nukualofa the other day that Mr. Angus McBean, of the South Pacific Commission, is compiling a booklet designed to give the native handicrafts of the South Seas a big commercial boost. Copies of the booklet, to be published later this year by the SPC, will be sent to business firms around the world to show just what is available for sale.

It will describe such things as baskets, mats, hats, wood carvings, tortoise-shell ware, trays, masi, prints—everything turned out by the various island groups—and we should imagine it to be a fascinating social document as well as a valuable commercial catalogue.

We remember when the enthusiastic Mr. McBean, as Headmaster of

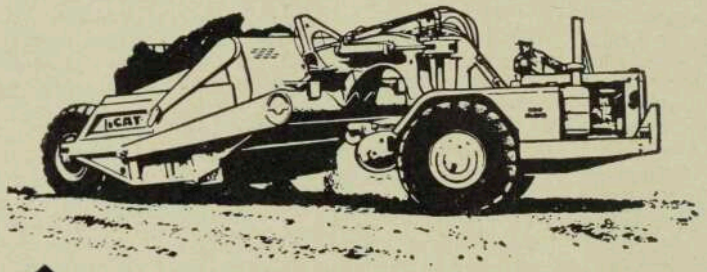
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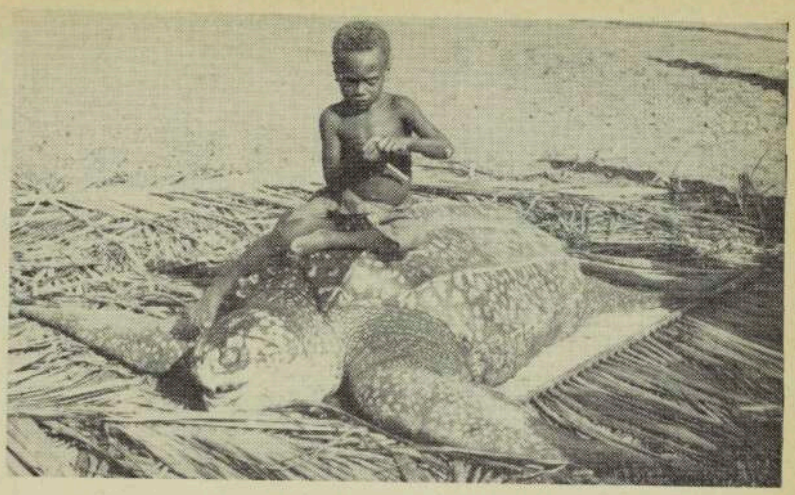
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the Niue High School, helped put the fine Niue handicrafts on the commercial map in a big way a few years ago. He went to a great deal of trouble to introduce them to the NZ market.

As part of his SPC project Mr. McBean is currently making an extensive Pacific tour, checking on styles and prices and taking black and white and colour photographs. He has already been to Wallis and Futuna, the Gilbert and Ellice Islands, the Solomons and Papua-New Guinea. We talked to him in Tonga as he was en route to Niue, American Samoa, Western Samoa and Fiji.

His catalogue is a sound, practical idea and Islanders everywhere will have reason to be grateful to him when it pays off for their benefit.

NOTE: When the catalogue comes out, will it list Bougainville's famed basketware as Buka baskets or Buin baskets? Popular usage indicates Buka baskets, but the baskets, in fact, are made at the opposite end of Bougainville, in the Buin district, and a lot of people down that way would like to see the Buin people get the credit. The Australian Department of Territories has been fighting the Battle of Buin virtually single-handed in the last few years—it prominently labels the baskets as Buin baskets at all its trade shows in Australia. At the Sydney Trade Fair in August the NG stand had more inquiries from people wanting to know where to buy the Buin baskets on display than for any other product.



THE GREEKS HAD A WORD FOR IT

When this turtle was killed by natives at Pilapila, near Rabaul, recently, Press messages to Australian newspapers made something of a mystery of it. They said it was of a type which bystanders had not seen before, that it had a large, horny beak, no shell and bony ridges on its back similar to those on a crocodile. The messages added that the natives had eaten the turtle before it could be identified, and before it could lay its eggs in a hole that it had prepared for them.

However, Rabaul photographer C. H. Meen took this photograph before the feast, and from it experts have identified the creature as a Luth or leathery turtle. These turtles are the largest of their kind and sometimes weigh as much as half a ton. This one was between 600 and 800 lb. They are found in all oceans, whereas most turtles are restricted to warm seas.

The arrangement of the cutting edges of their jaws gives the appearance of a hooked beak, and it is true they have no shell. The name Luth is supposed to be a corruption of lute, and legend has it that it is from this turtle that Hermes, of Greek mythology (better known as Mercury) took the shell to make the first lute.

Closed Loopholes and Cruise Ships for Norfolk Island

AFTER bringing down the 1963-64 Budget in Federal Parliament on August 13, the Australian Treasurer, Mr. Harold Holt, introduced a Bill to close a loophole in Australia's trading laws that has recently been used by a company on Norfolk Island.

"Using air services," Mr. Holt said, "the company has imported into the island goods such as cameras, transistor radios, jewellery, watches and binoculars, and has sent them to customers in Australia who thus obtained them free of tax."

Mr. Holt added that the bill would ensure that goods other than those produced or manufactured on Norfolk Island would no longer be allowed into Australia free of sales tax.

Next day, in Sydney, we had a word with Mr. Ken Prentice, of Norfolk Island, who was visiting Australia, and we found him feeling rather flattered by Mr. Holt's statement.

The reason? Mr. Prentice felt pretty sure that Mr. Holt had been referring to the activities of his own company, K. A. Prentice & Co.—quite an honour in a national parliament.

However, Mr. Prentice was not dismayed by the move to curb the flow of luxury items into Australia via Norfolk Island.

"The bill will have no effect on my company's activities," he told us. "In fact, I do not know of any case where the items referred to have been sent to Australia from Norfolk Island to avoid sales tax, and only a nominal number of cameras have been sent to Australia from Norfolk Island."

When we asked him about the importation into Australia, via Norfolk Island, of transistor radios, watches, jewellery, etc., Mr. Prentice said that as far as he knew there had never been a heavy flow of these items except when the recipient was prepared to pay duty on the goods ordered.

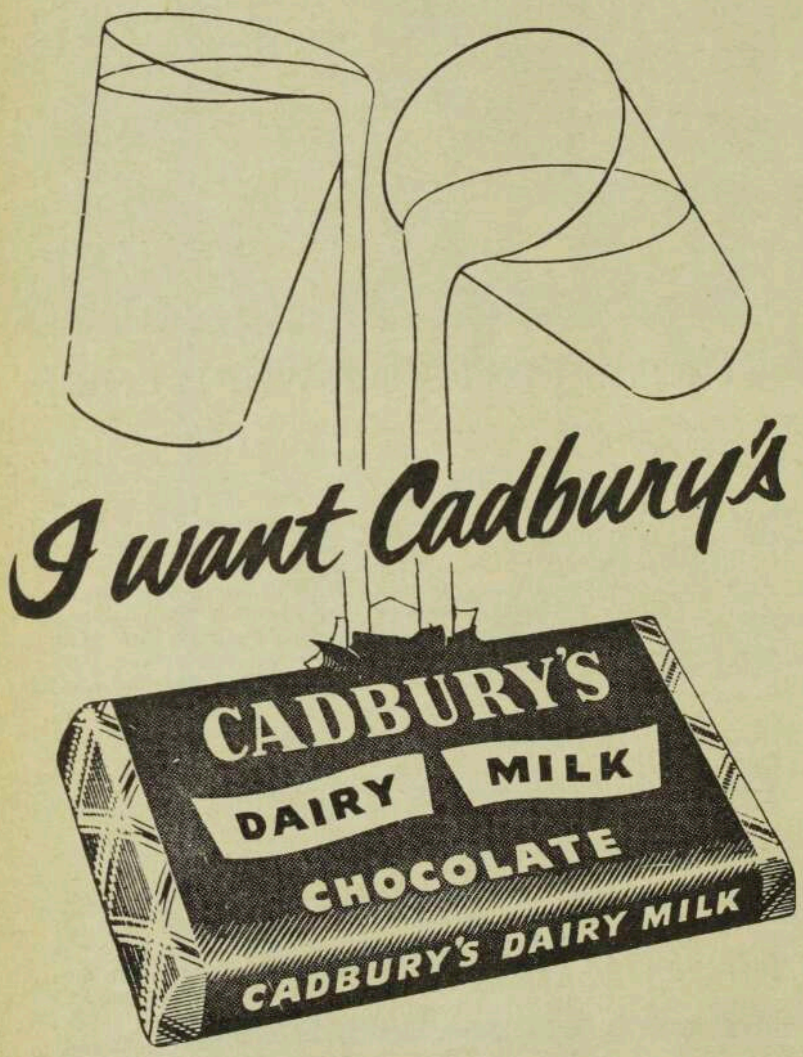
"Prentice and Co. conforms to the laws of Norfolk Island and Australia," he said, "and in this matter we consider that the Australian Government's new legislation to plug an apparent loophole is entirely fair and reasonable."

Mr. Prentice's mellow reaction to the new legislation is probably because he, a New Zealander, owes his present opulence to successful trading activities on Australian territory.

Another reason is that any loss to Prentice and Co. under the new legislation will probably be offset by a new plan to take his activities to sea.

He told us that his visit to Syd-

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ney was to complete arrangements to operate a duty-free shop in the cruise ship *Oriental Queen*.

This vessel is the former inter-state ship *Kanimbla*, recently refitted in Japan and soon to cruise the Pacific area for an organisation called the "See The World Club".

Oriental Queen will visit the Pacific Islands, Hong Kong and New Zealand and will go to Japan for the 1964 Olympic Games. At all ports of call she will be used as a floating hotel.

The first call at Norfolk Island is scheduled for January, 1964, when the ship will make a two-day stop on a 14-day cruise to New Zealand.

Prentice and Co. hopes to do lively business on all cruises, using staff now engaged in the Prentice operations at Norfolk Island—and, of course, Prentice and Co. will continue to do very well there while tourists keep on flocking to Norfolk on every plane from Sydney or Auckland. These people supply most of Mr. Prentice's business.

A brochure issued by the "See The World Club" says the "sleek white *Oriental Queen* has spacious, air-conditioned public rooms."

Ailing passengers will be attended by a European physician and nurse, while robust travellers will consume first class meals served by "courteous Chinese stewards, who will also attend personal requirements."

On the entertainment side, passengers will be able to dance to the ship's Filipino orchestra.

Mixed-Marriages Are No Good, Say Tolais

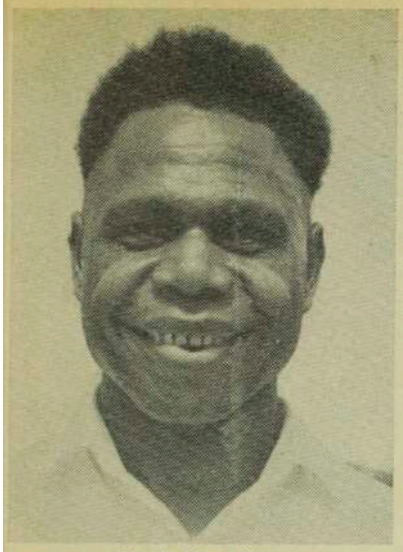
NON-NATIVE members of the New Britain Advisory Council refused to stick their necks out on August 22 when a native Tolai member proposed that the Administration be asked to discourage mixed-marriages.

Proposer of the motion was Stanis Boramilat, who said that although it was fine for Australians and native people to run the country together, when the natives were in their own homes they liked to be themselves. Inter-racial marriages, he said, didn't work.

The five Tolai members of the DAC voted for the motion; three non-natives voted against it; and four others didn't say yea and they didn't say nay, but sat on the fence and abstained.

The resolution is expected to be forwarded to the Administrator in due course—as are all the other resolutions passed by TAC's and DAC's. But it's not expected that the Administrator will do much about what

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Stanis Boramilat.

could be regarded as "interfering with the freedom of the individual."

No one could have been more surprised at the whole incident than Pastor A. G. Stewart, of the SDA Church, now living in retirement in Sydney but for long years a missionary in the Islands. He rang up to say that he takes his hat off to Boramilat but deplores the attitude of the Europeans who gave him no support at all.

In his life-time of work among Islanders, he has made scores of mixed-race friends but still believes that intermarriage cuts right across cultural, social and family life and inflicts on succeeding generations embarrassments that they will suffer all their lives.

There is much in what he says. Against the background of today's changing values, any marriage is a hazardous operation without adding culture clash, but Administrative action against it is unlikely to be the answer in places like New Guinea, where, up to now, there have been only rare instances of inter-racial marriage, the climate is now favourable and these unions will tend to grow rather than decrease.

Only a very few years ago, a young European typist who walked along a main street holding hands with her Papuan boy-friend would have been told smartly to take the next boat South. These days it is common-place and although there might be mutterings in private among European elders, none of them would dare to say anything in public for fear of being thought a fuddy-duddy — or worse, a reactionary or a racial-discriminator.

In today's New Guinea, no one but a native Territorian could have put up Boramilat's resolution; and although European abstention on the issue may have astounded Pastor Stewart it came as no surprise to anyone else.

NG WOMEN'S CLUB REUNION

The New Guinea Women's Club will hold its annual reunion luncheon this year on October 17, at the club-rooms, 77 King Street, Sydney. Visitors are welcome.

Unusual Election Sequel in Fiji

AN unusual election situation has arisen in Fiji over the Northern European seat in the Legislative Council.

In the Legco elections in April, the seat was won by Mr. F. G. Archibald, a member of a well-known Fiji family.

By the small margin of 17 votes, he defeated Mr. H. B. Gibson, who had held the seat for a very long time.

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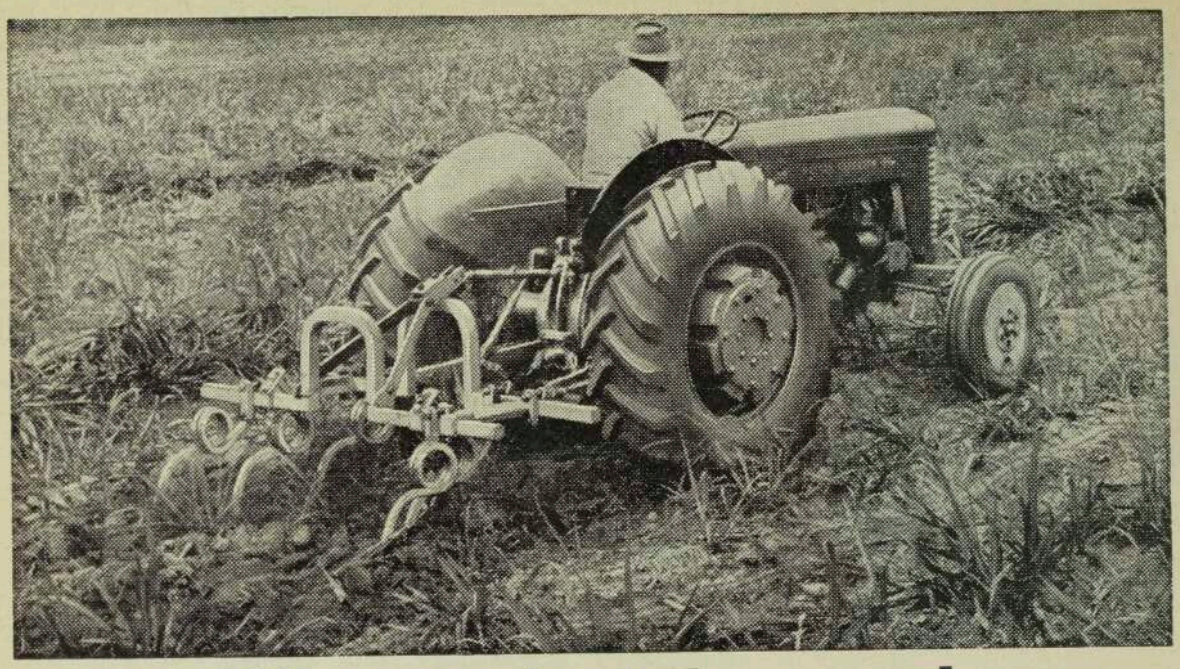


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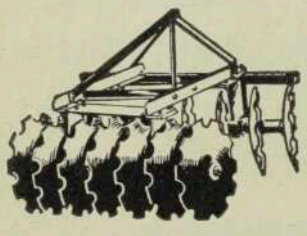


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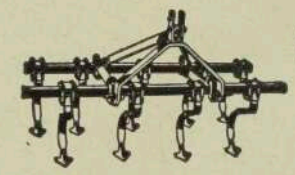
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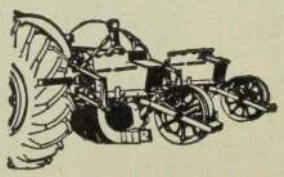


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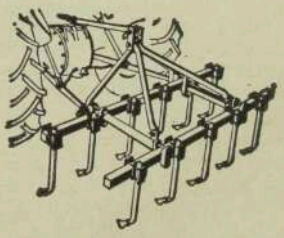


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OPEN DAY: Parents and relatives of the 166 pupils at the Norfolk Island Central School, Middlegate, were able to see their children at work during a recent open day at the school. The school has five teachers, and classes range from kindergarten to Intermediate.—Photo M. Hoare.

After the elections, the pro-Gibson party discovered a law which prevented "a person certified to be insane or otherwise of unsound mind" from becoming a member of Legco.

An elector thereupon submitted a petition to the authority concerned, asking that the election of Mr. Archibald be declared null and void.

This was dismissed in June on a technicality—the petition was not lodged within the specified time. The Governor then certified that Mr. Archibald had been duly elected.

It appears that Mr. Archibald had suffered a good deal from a nervous disorder and, to get suitable treatment, he was certified on January 28, 1959, to be of unsound mind, and placed in an institution. He responded quickly to treatment and resumed normal life.

The certificate (of unsound mind) should have been cancelled, of course; but it was ignored until the challenge was made on Mr. Archibald's election in May. It was withdrawn formerly on June 11, 1963.

The challengers, however, argued that Mr. Archibald was legally "a person of unsound mind" when he was elected in April; and, early in August, Fiji's Attorney-General, presumably as a result of representations made to him, filed a petition in the Supreme Court asking that the Northern European seat be declared vacant.

Meanwhile, the Council met on August 22 and Mr. Archibald took his seat there. He made a very good showing in the Council proceedings.

On August 26, the Acting Chief Justice, Mr. Justice Hammett, granted the petition, and declared the seat vacant. A by-election will be held soon.

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. . . Margaret Merril.

End to the Transistor Price War in Fiji

THE fierce price-cutting war in the sale of transistor radios in Fiji seems to have come to an end—and more's the pity as far as tourists and local buyers are concerned, despite what the traders might think.

The price of the Japanese National brand transistor has in fact risen sharply in the last month or two in Fiji, selling now at a price fairly close to what it was before January 1, when radios were allowed in duty free as tourist bait.

The story goes back two or three years, when the Mayor of Suva (Cr. C. A. Stinson) complained at a meeting of the Suva Chamber of Commerce that because of price-cutting, some traders were barely able to make a profit.

He sought the Chamber's assistance on the ground of business ethics in an effort to have cut-throat competition eliminated.

He complained that several traders were seeking the distribution agency for the National radio and, in an effort to impress the Japanese manufacturers, were paring prices to a minimum to induce sales.

The Chamber did nothing, presumably not thinking of the implied suggestion that it should fix a minimum price.

There were good grounds for Mr. Stinson's complaint.

Some people even suggested that Japanese policy was to come in and sell cheaply, swamp the market and achieve a turnover which rapidly establishes the product, but whether it is or not, some of the Fiji traders certainly went in boots and all on a selling spree. They bought the radios heavily and, when pressed by creditors, they had to sell low, often below landed cost, to get money to pay their debts—apart from impressing manufacturers with their turnover.

The price war eventually reached such a stage that the manufacturers sent a top-ranking executive to Fiji to look at the position on the spot.

The Japanese promptly fixed a retail price and told traders that any infringement would mean that supplies would be cut off. They also restricted the number of outlets, which meant that many traders who had handled the radio for two or three years had to try to find some other quick-selling product.

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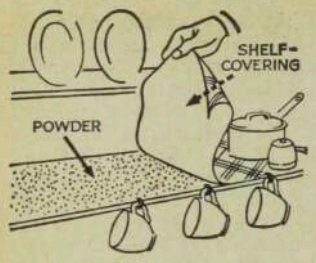
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Building Boom And Coconut "Revolution" In American Samoa

American Samoa is currently enjoying the greatest building boom in its history, and it will soon be showing the world something new in the deshelling of coconuts.

AT Tafuna airport, two new terminal buildings are going up alongside a large, well-made Samoan fale that was completed some time ago. When completed, the new buildings will provide ample facilities for all air travellers at Tafuna.

Within a mile of the terminal buildings, many new houses are being built for contract personnel.

A Government housing plan in the Nuuuli Lagoon area on the western half of Tutuila envisages the construction of 120 houses of either one, two or three bedrooms. Each house will have a sea and mountain view.

The houses will be arranged in pinwheel groups of four around semi-private park and play areas. Playing equipment for children will be installed.

It is also planned to have a recreational area and sports facilities nearby for adults and children, plus a small boat marina and a club-restaurant. Sites are also being reserved for a public school and a service and shopping centre.

Out near the western tip of Tutuila, the Atauloma Girls' School is being converted into quarters for married teaching couples and temporary teachers.

Meanwhile, work is progressing well on a road to Mount Alava where the transmitting studios of the first TV station in the South Pacific islands will be built.

On September 1, the foundations will be put down for the processing plant of the Pacific Coconut Processing Corporation, in which the Tonga Copra Board has a 40 per cent. interest.

The Corporation's new administration block was officially opened on August 5, by Tonga's Premier, Prince Tungi, who is chairman of the Corporation's board. Government officials of both Western Samoa and American Samoa attended.

The processing plant which is expected to be completed by December 15, will have an area of 30,000 square feet. This does not include coconut storage of 7,500 square feet under roof.

Machinery will be installed and operating by February 15, 1964, processing one coconut per second. Dehusked coconuts will go into the plant from storage and will be processed, bagged and stored without being touched by hand.

The management intends to process only 100,000 nuts a day initially, but the machinery is designed to handle more than 250,000 nuts per day.

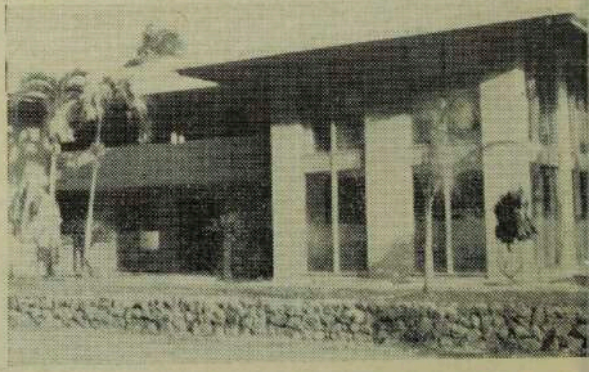
Revolutionary

The corporation's president, Mr. Raymond C. Turnbull, says the deshelling machinery is an innovation which will probably revolutionise the coconut industry in the rest of the world.

Basically, the plant will produce desiccated, long thread coconut. The by-products, shell and water, will be fully utilised at a profit gain surpassing that of the basic product.

The plant's research laboratory will operate continuously to devise new and marketable products from the coconut.

It is proposed by the management that similar plants be established in other coconut producing areas to upgrade the economies of Pacific islands.



The Pacific Coconut Processing Corporation's new administrative block in Pago Pago. Offices, conference rooms, and a laboratory are on the ground floor. On the top floor are well-appointed quarters.

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France Goes All Out To Win Influence In The New Hebrides

By a Staff Writer



Big Nambas chief Virambat and friends at Norsup, Malekula, after Virambat had become a Knight of the Star of Anjouan. (See p. 43.)

Photo: "Bulletin d'Information" French Residency, Vila.

Day after day, these days, Australia's newspapers are filled with ominous stories about Indonesia's battle for power in South-East Asia. But nothing is ever published about a similar battle for power (or perhaps "influence" is a better word) in another area equally close to Australia.

THE battle that no one hears about is taking place in the New Hebrides. The two protagonists are Britain and France, which have jointly administered the Group as a Condominium since 1906.

For years, French interests and influence in the New Hebrides have been increasing while Britain's have waned—mainly because France's policy has always been one of aggrandisement while Britain's, generally, has been trusteeship.

But the French have never made such an all-out effort to outdo the British and win influence over the natives as they are making now.

Warships' Visits

The French weapons in this battle for influence are frequent visits by flag-waving warships; medals, honours and trips to France for leading natives; a rapidly accelerating programme of public school-building; increased medical services; increasing interest in the southern islands of the Group; and a general policy of toughness in business matters.

From the beginning of this year, to the end of July, five French warships spent a total of 54 days in the Group, compared with no visits by British warships.

Of the five warships, four could definitely be said to have been on flag-waving missions, or what a correspondent in the New Hebrides calls imposing the "presence de la France".

The first visitor, the *Dunkerquoise*, was in the Group from January 8 to 19. Its visit took in all the anchorages on the west coast of the large island of Espiritu Santo; 11 native villages in St. Phillip and St. James Bay; the island of Malo, where there are a number of European plantations; Lamap, Malekula; the circuit of Epi; and several points on Pentecost and Ambryn.

Less than three weeks later, the *Dunkerquoise* was back again on a less spectacular cruise—her mission being to enable three French officials to study the erection or improvement of navigational aids between Vila and Santo.

Six weeks after this came the visit of the *Commandant Riviere*, bringing Mr. Marc Biros, the new French High Commissioner in the Pacific, on his first visit to the New Hebrides. The *Commandant Riviere's* visit lasted from March 21 to 27, and took in Vila, Santo, several places on Malekula, Tongoa and Tanna.

During this tour, Mr. Biros decorated eight leading natives with the medals of French overseas orders. Three of the recipients were members of the New Hebrides Advisory Council—the highest consultative body in the Group.

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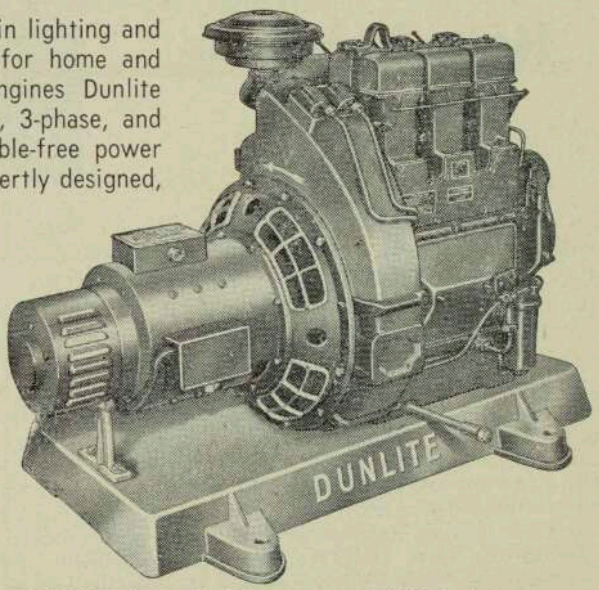
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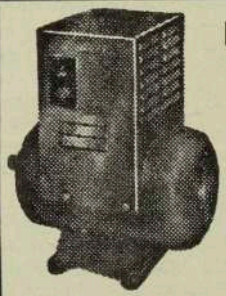


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Four of the eight honoured natives became Chevaliers (Knights) of the Order of the Star of Nichan El-Anouar; three became Knights of the Star of Anjouan; and one became a Knight of the Black Star.

One of the newly-created Knights of the Star of Anjouan is Big Nambas chief Virambat, who descended from the mountains to attend his investiture at Norsup, Malekula, virtually stark naked. The insignia therefore had to be hung around his neck.

In a territory where, according to the Protocol by which it is governed, no native may become a subject or citizen of either Britain or France, and neither Power may exercise a separate authority, the particular awards which Mr. Biros made seem decidedly out of place.

According to an official French publication, the Order of Nichan El-Anouar was created in 1887 by Hamed ben Mohamed, Sultan of Tadjourah (French Somaliland), "with a view to perpetuating the memory of the happy moment when he and his people placed themselves under the protectorate of the glorious France".

The other two orders have similar histories. The Order of the Black Star originated in Dahomey, which became a French protectorate in 1863; and the Order of the Star of Anjouan is connected with the establishment of a French protectorate in the Comoro Islands (between Mozambique and Madagascar).

Bastille Day

The same reason that makes the award of these orders to New Hebrideans seem out of place applies equally to the visits of the last two French warships to the New Hebrides.

These warships were the *Capriceuse* and *Dunkerquoise*, which arrived from Noumea on July 19 to help the New Hebrides celebrate Bastille Day, France's national day.

Until quite recently, the 2,000-odd Frenchmen and French citizens in the New Hebrides have managed quite well to celebrate Bastille Day on Bastille Day.

But this year, with the help of the *Capriceuse* and *Dunkerquoise*, Bastille Day lasted for fully a fortnight—from July 19 to August 2. During this time, the warships visited Vila, Tongoa, Epi, Lopevi, Lamap, Norsup, Vao, Aoba, Santo, Tanna and Aneityum. (On the last-named island, there are no French citizens).

Investitures, football matches with native teams, fireworks, cocktail parties, grand balls lasting until dawn, military and naval parades, band concerts, free picture shows, the singing of the *Marseillaise*, and the ceremonial raising of the Tricolor followed each other in heady profusion.

The natives, from all accounts, lapped up every moment of it. At Vilakalakala, Aoba, for example, they came from the mountains for miles around to join in the fun—and, needless to say, another leading native became a Knight of the Order of the Star of Anjouan. Four other natives in the northern islands received awards during the Bastille Day fortnight.

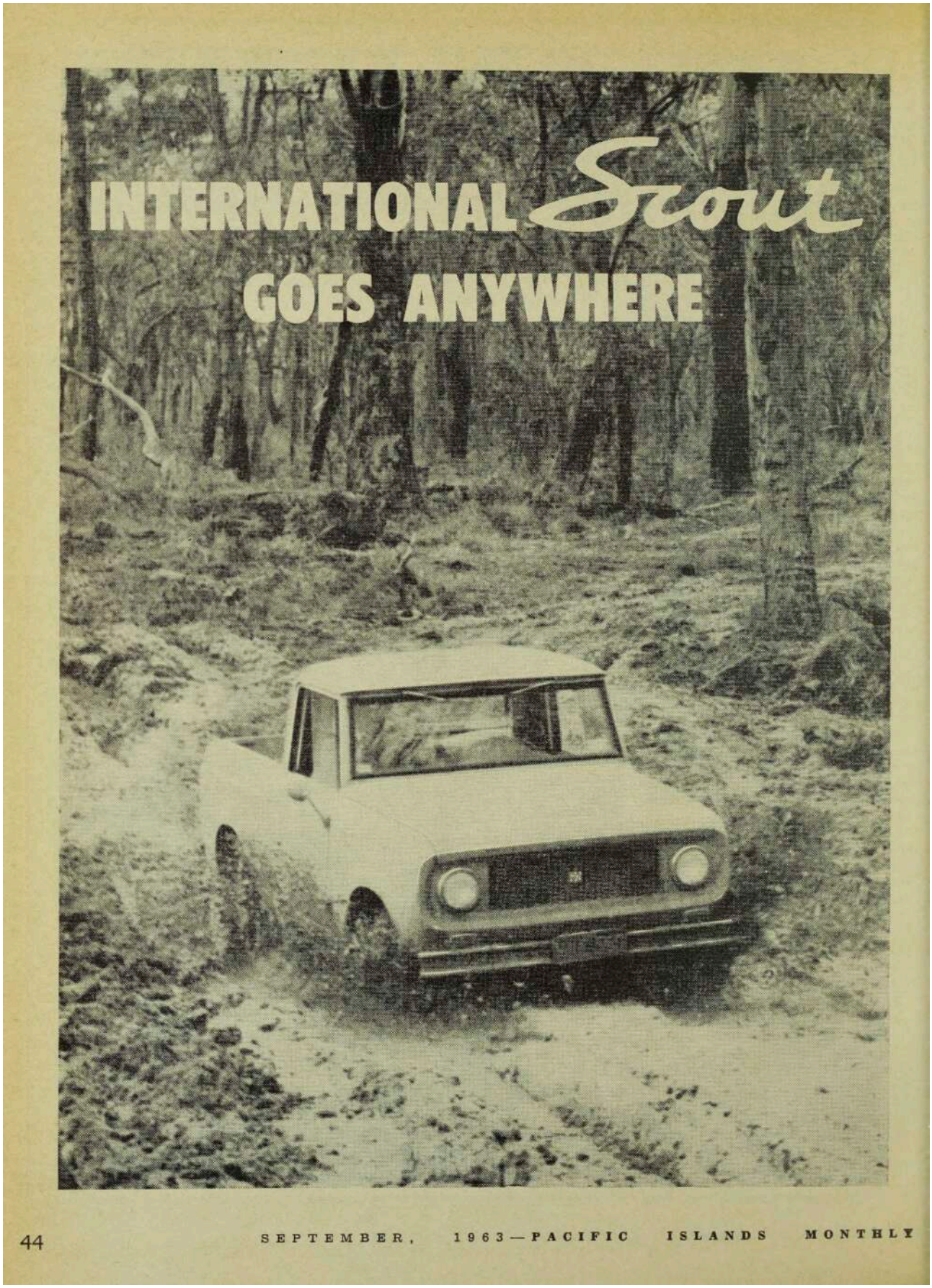
Yet another Knight of the Star of Anjouan was created when the French Resident Commissioner, Mr. M. Delauney, met the *Capriceuse* and *Dunkerquoise* at Aneityum on the last day of their stay in the Group. The honoured native on this occasion was Jean Marie Leyhe, another representative on the Advisory Council.

Meanwhile, yet another native member of the Advisory Council was in Paris for the Bastille Day celebrations as guest of the French Government.

This man, Philip Ilo, an Assistant Medical Officer in the British service on Pentecost, is one of only two New

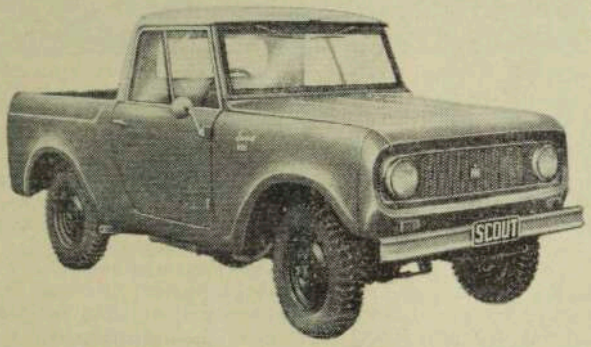


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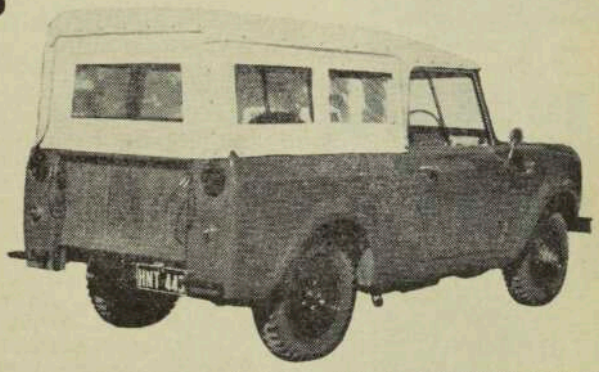
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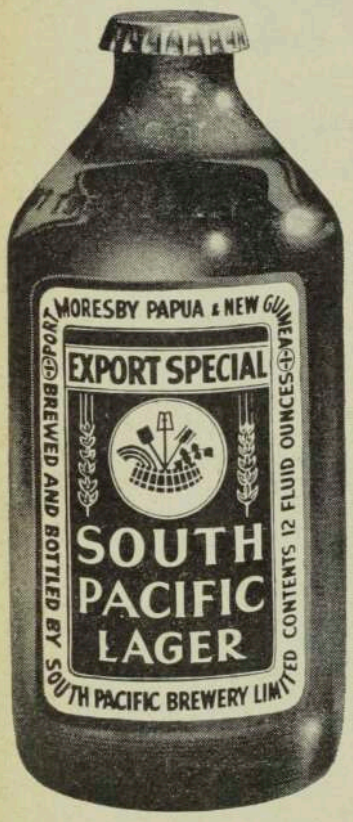
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Aneityum Island, New Hebrides, where the French Administration is planning to build a public school. The view, looking inland, is taken from the works of the now-defunct Australian Sawmill Co., which exploited the island's kauri some years ago.

Hebrideans to receive a British award this year—he was made an honorary member of the Order of the British Empire in the New Year's Honours List.

But, curiously, he had scarcely received the insignia of his award from the British Resident Commissioner, Mr. A. M. Wilkie, when the French invited him to Paris. Maybe, the French were actuated by the thought that a trip to Paris would make a greater impression on Ilo's mind than the award of the MBE.

But the French are not only interested in winning the minds of the most influential natives. In the last few years, they have been going all out to win the minds of the children, too, by building public schools all over the place.

School-Building

Back in 1959, there were only five French public schools in the Group. By the end of 1960, the number had grown to eight, with a total enrolment of 765. And by the end of 1962, the number had jumped to 15 with a total enrolment of 1,060.

The French education programme seems to be accelerating all the time. Plans are now in hand to build a teacher-training college, similar to (or probably better than) the one opened by the British outside Vila last year, and more schools are going up or are planned.

One of the latest French school-building projects is at Aneityum, the southernmost island in the Group.

Aneityum is one of the most fertile and pleasant islands in the New Hebrides. It was the first island in the Group to be Christianised, and a century or so ago, when its population was about 4,000, it was the centre from which British Presbyterian missionaries spread the Gospel to many other islands.

But decimating diseases long ago reduced the population to fewer than 200, and the missionaries have been gone from the island for many years.

Apart from a French Marist mission that worked on the island briefly in the 1840's, the French have never previously taken the slightest interest in Aneityum. So the building of a public school there is a significant move.

The move is in keeping with growing French interest in all the southern islands of the Group (i.e. the islands south of Vila).

Until 1945, these islands were regarded by the British, at least, as a sort of British preserve—there being only one French citizen in the whole area.

In 1945, however, the French appointed their first District Agent to the Southern District, and more and more Frenchmen have since moved in. By the end of 1962, the French had two public schools and a hospital on Tanna and one public school on Erromanga. There were also four French Catholic mission schools on Tanna.

Meanwhile, in business matters, the French display a toughness and shrewdness which enables them continually to expand and consolidate their interests to the detriment of British interests.

Here is an example.

In 1948, representatives from Australia's Commonwealth Bank went to Vila to investigate the possibility of

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opening a branch of the bank in Vila. (*PIM*, Mar. 1948, p. 77.) In August last year, two more representatives of the bank went to Vila on a similar mision. (*PIM*, Sept. 1962, p. 148.)

So far, there is still no branch of the bank in Vila, although it is obvious that the bank is eager to establish one and it is known that the British Administration would like to see one there.

Why, then, doesn't the bank simply go ahead and open a branch? For the simple reason, one suspects, that the French don't want any opposition to their own Bank of Indo-China, which now has a monopoly on banking facilities in the Group.

The French, of course, cannot prevent the Comonwealth Bank from moving in. But there are other ways —they can refuse to agree to the convertibility of any New Hebrides francs that the bank might accumulate.

New Hebrides francs, which are issued by the Bank of Indo-China, circulate in the New Hebrides side by side with Australian currency. But, unlike Australian currency, they are useless outside the Group. So if the Comonwealth Bank established a branch in Vila without first getting an agreement on convertibility, it could soon find itself with a mint of useless money on its hands.

Land Claims

Another example of French toughness in business matters is their approach to land claims before the Joint Court. This court was set up under the Condominium Protocol mainly to resolve claims to land that was bought from the natives before the Condominium was established.

Recently, when a lawyer for the estate of a pioneer British settler at Malekula appeared before the court to hear the court resolve the estate's claims to four small islands off the coast of Malekula, he found himself opposed in every case by both the French Government and the largest French company in the Group.

Unlike the estate the lawyer represented, neither the French Government nor the French company had any claims to the islands by way of occupation, yet they suggested that if the estate withdrew its claims to the islands in favour of the natives, they would do the same.

Except in one instance, the estate refused—and the Court finally resolved the claims to the other three islands in favour of the estate. In the other instance, the land went to the natives, with recognition of ownership of the Presbyterian mission.

This, incidentally, was one of the rare cases in recent years in which British interests have been legally represented in a claim to land before the Joint Court.

Usually, the Joint Court cases are one-sided affairs with only a French lawyer present. So the French interests gain titles to large tracts of land that they would probably not get if they were opposed.

A final example of the way in which French interests are expanding and consolidating is provided by a glance at the membership of the re-



VISITORS TO SYDNEY: Visiting the Polynesian Association, Sydney, recently were Nick Pakau, of Niue, and Miss Audrey Moroney, a Maori friend of Auckland. It is not often that anyone from Niue pays the association a call.

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cently-inaugurated New Hebrides Chamber of Commerce, Industry and Agriculture. Native members aside, the Chamber is predominantly French —eight French members to four British.

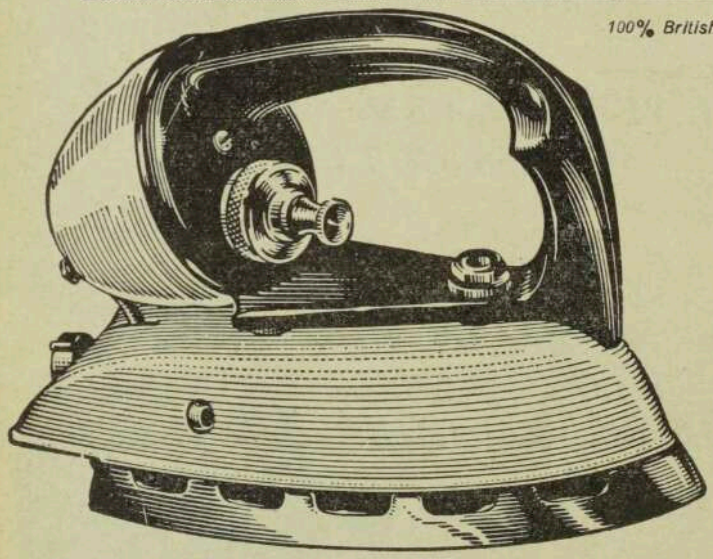
As the Chamber will advise the French and British Resident Commissioners on the economic development of the Group and will be consulted by the Administration before any economic measure affecting the territory is adopted, it stands to reason that with a preponderance of French members the Chamber's advice will be predominantly in favour of French interests.

British interests, small enough already, are therefore more likely to get smaller rather than bigger.

And if the French keep up their general policy of imposing the "presence de la France", the day might come in the not too distant future when the French will demand an end to the Condominium system, in favour of undivided French control.

If this day should ever come, it certainly won't be for the want of trying on the French side.

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More Pleas For Action On Rotuma

If *PIM* were to award a prize for its most persistent correspondents over the past few months, the prize would undoubtedly go to a small band of Rotumans who want the Fiji Government, or somebody, to give the people of Rotuma a better deal.

THE Rotumans have maintained a steady barrage of correspondence ever since *PIM* published an article in November last year headed: "Rotumans Want A Say In Fiji's Government, Too".

The chief burden of their letters is that Rotumans need help to develop their island and that, although Rotuma is included in the Crown Colony of Fiji, the people of Rotuma have no representation on Fiji's Legislative Council.

One recent letter writer, Mrs. S. C. Antonio, of Wellington, New Zealand, agrees with an earlier correspondent, "Rotuman Patriot", that Rotuma needs a loan to further its devolopment. But she thinks that a loan of £10 million, as suggested by him (*PIM*, April, p. 61), is "probably too much to expect".

Water Supply

"Money is needed to help the Rotumans help themselves," Mrs. Antonio says. "Rotuma needs its water supply extended and modernised, and an electricity supply. But above all, Rotuma needs a ship to transport its produce, which grows abundantly, to overseas markets.

"Like Rarotonga, its oranges could be processed for export. And the building of an airstrip, wharf and hotel would surely encourage tourists, who would provide an added income. Rotuma is considered to have extremely beautiful scenery even in comparison with the larger and better known islands in the Pacific."

Mrs. Antonio says the nature-loving Rotumans would probably not appreciate the idea of commercialising their "hidden paradise", but if they accepted a loan they would have to consider every possibility of obtaining extra revenue to pay it back.

She goes on: "Many Rotumans

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consider their island's progress is being hampered by the fact that the District Commissioner of the Eastern Administration (of Fiji) visits the island very infrequently. Secondly, Rotuma is a distant, separate part of the Colony and has a rapidly increasing population. Therefore, it should have its own Resident Commissioner to participate fully in its administration."

Threat of Communism

Mrs. Antonio also makes these points:

- Australia, New Zealand and the US should aid the progress of all the islands in the Pacific to save them from the threat of Communism. ("An Indonesian school teacher, whom I met recently in France," she says, "has reminded me of their claim that Rotuma Island, and many other islands of the Western Pacific, were originally settled by Indonesians.")
- Some of Rotuma's professional people living abroad should return home to assist in developing the island.
- More Rotumans should be sent to conferences dealing with the progress of Islands people so they could extend their knowledge of practical ways of bettering themselves.

Mrs. Antonio adds: "'Rotuman Patriot's' letter may be illogical in parts, but at least it has brought these matters into public view. It shows that Rotumans are concerned with the future of their island, which has been forgotten long enough."

Another correspondent, Tieri Sisilo, of Wellington, NZ, who, in a letter to *PIM* in June (p. 70), asked why a Rotuman did not represent Rotuma in Fiji's Legislative Council, says he has now received a reply on the subject from the office of the Fiji Colonial Secretary.

Main Racial Groups

The reply said that the reason for the non-representation of Rotuma was that "present and past constitutions provide for representation only of the three main racial groups in Fiji—Fijian, Indian and European" and that "the size of the Rotuman population in Fiji is not such as to require separate representation".

Tieri Sisilo takes a dim view of this explanation.

"One fact that is continually overlooked in this matter," he says, "is that the Rotumans are actually part of the indigenous population of the Colony. Therefore, they should be more entitled to expect a constitution that permits them to be represented by one of their own people than the races which have migrated to the Colony."

Tieri says that as the customs, language and outlook of the Rotumans are entirely different from any others in the Colony, it is "not realistic to expect our Fijian friends to be able to understand and represent our interests completely".

He adds: "If the number of Legislative Council representatives is determined on a population basis, surely the 5,000 Rotumans in the Colony could have at least one MLC to represent the island's Council of Chiefs and themselves.

"Twenty years ago, the Rotumans may not have been capable of representing themselves, but today as most of them are as well educated as any other Pacific Islander, I see no reason why they should not be granted an opportunity to participate in the Colony's Legislative Council."

● See also article on Rotuma in magazine section.

Mr. Rodney Hodgson, Australian Consul in Noumea between 1958-60, will leave Canberra soon with his wife and three children for Rio de Janeiro, where Mr. Hodgson has been appointed First Secretary to the Australian Embassy.

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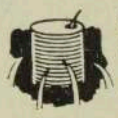
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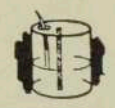


1. Have your plumber install a Tect-a-Tank tube in your tank before delivering it.



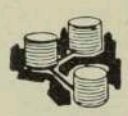
5. Test each tank for leaks before installing. After testing, drain tanks effectively.

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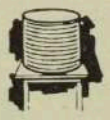


6. Always provide the tank with a cover and strainer.





3. Do not connect tanks in series, either by overflow or through common outflow pipes.

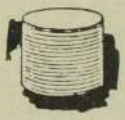


7. Ensure that the bottom of the tank is uniformly supported on the tank stand.

4. Prevent as far as possible the contact of soldering flux and flux residues with tank interiors. If this should occur, scrub and flush thoroughly.



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LETTERS TO THE EDITORS

Pacific Historical Material "Should Stay In Pacific"

SIR,—I was interested to read in *PIM*, July, p. 37, of the Colonial Record Project being sponsored by the University of Oxford.

[In a letter to *PIM*, Mr. John Tawney, a member of the project, asked Islands residents to supply the university with any material likely to be of value to future British colonial historians. It would be given a permanent home, or copied if necessary.]

The Rhodes House branch of the Bodleian Library, where it is proposed to preserve records received in response to the present appeal, has served British colonial historians admirably for many years. However, relatively little work on the history of the British territories in the Pacific has been done, or seems likely to be done, either in Oxford or elsewhere in England.

As one who taught British colonial history in the University of Cambridge (and worked considerably in Rhodes House Library) before coming to Australia, I make this statement as one of fact, not merely of surmise.

Research on the history of the Pacific Islands territories is carried out mainly in Australia and New Zealand. Therefore, if the owners of Pacific material are interested in its being effectively used, they would do better to deposit it in one of the major libraries in the area.

The National Library of Australia in Canberra, the Mitchell Library in Sydney, and the Alexander Turnbull Library in Wellington, in particular, have facilities for caring for historical records in no way inferior to those available in Oxford. In addition, they already possess large Pacific collections and expert knowledge of Pacific records.

These facts, like the existing interest of local scholars in the Pacific, make it certain that they will remain the most important centres of historical research relating to the Pacific.

The Department of Pacific History in the Australian National University, of which I am head, would always be glad to advise the owners of Pacific material on its preservation and possible deposit in an appropriate library.

We should also be glad to arrange for its preservation in the Australian National University, if this should be preferred; but we regard our own function as being primarily that of offering advice and assistance and are happy to leave responsibility for permanent preservation in the hands of those Australian and New Zealand libraries that already possess major collections of Pacific material.—Yours, etc.

J. W. DAVIDSON

Professor of Pacific History,
Research School of Pacific Studies,
Australian National University,
Canberra.

New Hebrides Copra

Sir.—A number of us in the New Hebrides would welcome a move to prevent poor quality copra being accepted by some local firms.

A great loss is incurred through shrinkage by diligent copra producers when their copra is shipped in bulk and contaminated by carelessly prepared copra, which is sold "on the beach".

This carelessly prepared stuff is only partly cooked and its high water content results in rapid fermentation in ships' holds, so that finally the copra is reduced to a pulpy, putrid mush. The good copra surrounding this mass of decay cannot hope to escape this contamination.

Some local producers have persevered to establish a steady market in Japan where copra may be shipped independently in branded bags. This measure is proving satisfactory, with an insignificant loss on shrinkage. The Japanese are mindful of "low acid value—high oil content" and will not accept rubbish.

Only a handful of "free men" in the New Hebrides are able to have business with outside firms. Unfortunately, the remainder are held down by local firms on account of outstanding debts incurred during harder times (still hard!) and these cannot take advantage of any progressive venture. Some may have regrets; others are probably past the stage of caring, anyway. However, this attitude does not help promote the

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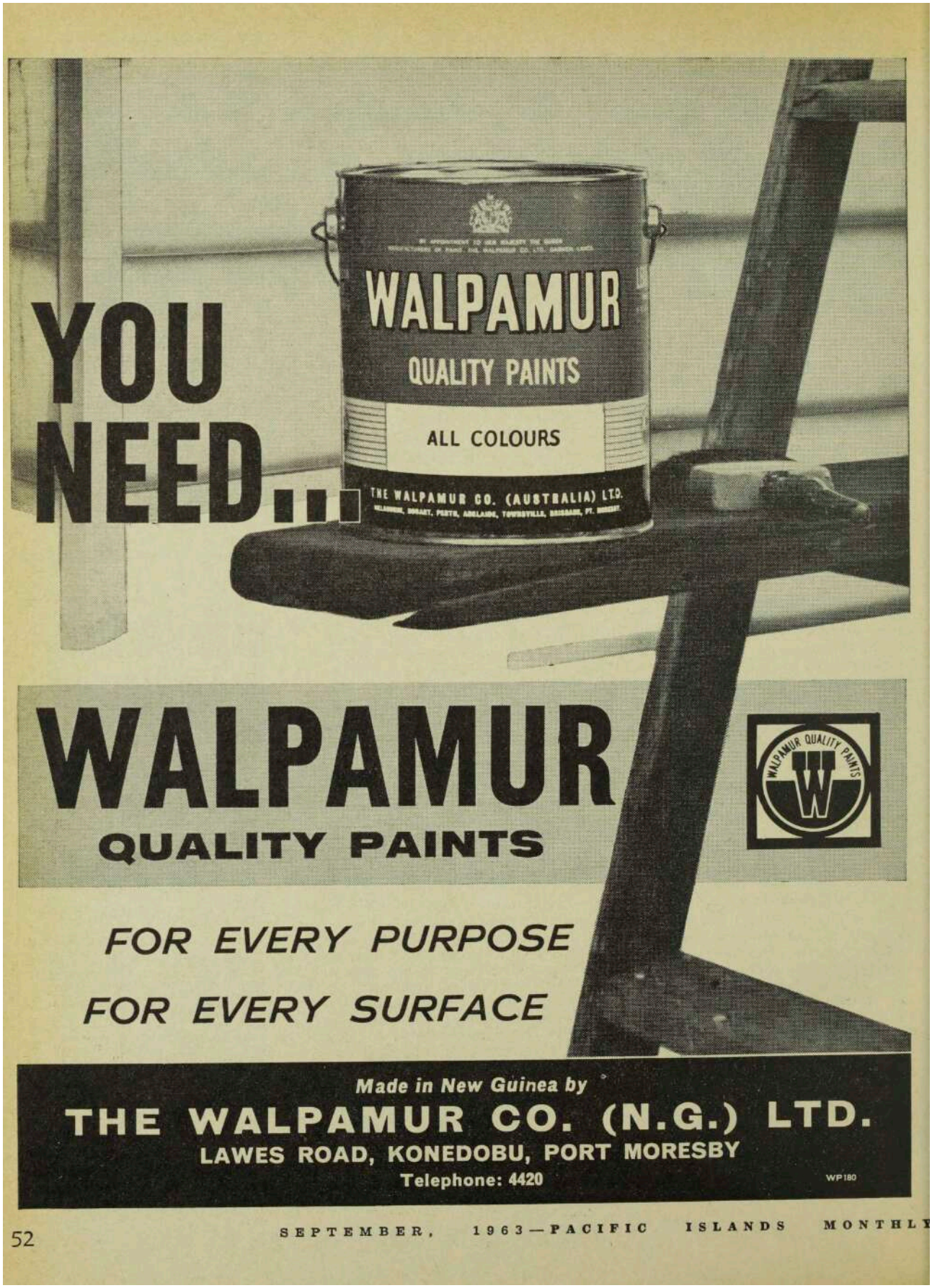
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LETTERS (contd.)

New Hebrides' good name for which some of us care.

Copra grading, undertaken by some unbiased local person (to save expenses of an imported inspector) may be the best way to help all those in present difficulties.—Yours, etc.

PLANTER.

New Hebrides.

Behind Scenes With Tonga's Hotel Plans

Sir.—I note the widespread interest resulting from the article by *Sydney-sider* on Tonga that appeared in your issue of January, 1963. I see you have printed several letters you have received from interested persons, the last being from Mr. M. Finau, which appeared in June.

In view of the fact that my negotiations to construct and operate a hotel in Tonga are being continually mentioned in these articles, I believe the following very brief explanation of the facts by me should be made known to all interested parties.

I first visited Tonga in 1959 and was appalled by the economic plight of the people of that island Kingdom. While there, several Tongans suggested that I consider constructing and operating a first class hotel in the capital of Nuku'alofa.

After giving these suggestions my serious consideration I concluded: Firstly that inasmuch as there were no hotel facilities in Tonga such an investment could, with the proper know-how, be a profitable operation. Secondly, the construction and operation of a hotel would not take anything out of Tonga but would, on the contrary, bring considerable foreign money into the country, resulting in the economic uplift of the entire Tongan population who are very poor and in bad need of assistance.

For me this accomplishment would be very pleasant, desirable and humanitarian. There are ample investment opportunities in my country that comply with the necessary first consideration of operating at a profit. However, most investments here do not offer the personal satisfaction of having a profitable business and at the same time having so many needy people benefiting thereby.

In view of the foregoing I commenced negotiating with the Tongan Government to independently construct a hotel there. This resulted in a counter proposal by Tonga that I construct and operate a hotel jointly with them.

We proceeded to negotiate on the basis of 40 per cent. ownership by the Tongan Government and 60 per cent. by me.

About this time I ran into trouble, under the Tongan Contract Act, with Messrs. L. and M. Finau. Inasmuch as Mr. L. Finau was an official of the Tongan Government I became quite concerned about the situation and made a very determined, but unsuccessful, effort to resolve the matter. This failure resulted in my breaking off the negotiations with the Tongan Government for the construction and operation of a hotel at Nuku'alofa.

I had previously submitted to the United States Government the question of my making an investment in Tonga and therefore found it necessary to make a full report to my Government outlining the reasons why I had terminated the negotiations.

Mr. M. Finau in his article refers to me as an *alleged* millionaire. Suffice to say that I had sufficient *cash* on hand to construct, equip, stock and operate the hotel inde-

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Hair Should "Glow" to be Beautiful

To give the hair a glow of new beauty the home stylists responsible for these simple casual styles, shampooed their hair with a glow giving type of shampoo. This gave the hair deep glowing tones as if looking into the depths of amber. The hair was silkily soft yet more manageable displaying the highlights in their full brilliance. Note how Doreen used "Creamed" "Peek-in"' glow for her fine soft hair whilst Deanne used "Clear" for her normal hair.



To give her hair that glow of loveliness, and reveal the beauty of the highlights Doreen shampooed her hair with "Creamed" "Peek-In" Glow shampoo. Then to retain this beauty and enhance the highlights, Delphset Hair Spray was used to keep the softly natural waves in position.



A beautiful sheen and rich colour tones were imparted to the hair when Deanne used the "Peek-In" Glow "Clear" shampoo. To help in setting and to keep this casual style in position, the hair was sprayed with Delphset Hair Spray.

LETTERS (contd.)

pendently, and operating in conjunction with the Tongan Government would have required 40 per cent. less capital.

Please note Mr. M. Finau's following statement is certainly inconsistent to say the least. In the one single paragraph he states that the matter was put before the Privy Council and was not approved. In the following sentence he states that there were no restrictions imposed and that I could go ahead with the project if I wished.

In reply to this I can only say that I would reconsider the project if Tonga removes the cause of my terminating the negotiations.—Yours, etc.

LEWIS A. CRANK.

Cranks Road,
Culver City, California, USA.

P-NG "Crash" Trainees

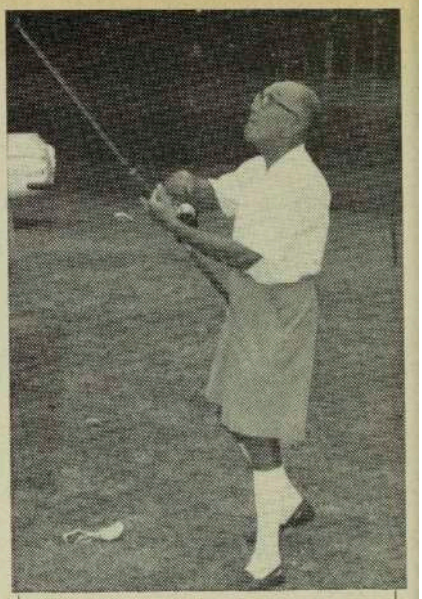
SIR,—In your July issue, the article "New Guinea's Education System is in Gear—At Last" misrepresented several facets of the Papua and New Guinea educational scene.

Your reporter is misinformed as to the general educational programme and has failed to check readily available facts and figures. One illustration covering a major section of the article will serve to show this.

It was reported that there was a 35 per cent. wastage of the Australians trained for six months in the Territory for service in primary schools. The actual position is that 172 have completed training to date. One hundred and sixty-three of these—that is, 95 per cent.—remain in the service, as of now. The wastage rate is thus 5 per cent., less than the Public Service as a whole, and much less than would be expected from such a scheme. There have been many applicants for each course, enabling a very good selection: *not* as reported, "many obviously unsuitable persons were recruited".

Your journal does less than justice to a group of men who, by and large, have come to Papua and New Guinea with a sense of service and a willingness to accept isolated conditions unsurpassed anywhere else in the Public Service. Most are serving under conditions others, including patrol officers, do not have to put up with. While there have been some failures, and some outstanding successes, your readers will certainly want to know that the overall standard has been quite high and the results they achieve good.—Yours, etc.

KEN R. McKINNON
Superintendent of Schools,
Primary Education,
Port Moresby.



BIG CATCH: If you think this man is fishing, you've been caught hook, line and sinker. He's flying a kite, at which he is an expert. The man is long-time Rabaul resident Louis Leitao, formerly of Macao, who can be seen flying his kites any weekend in Rabaul's Queen Elizabeth Park. He is also a keen fisherman, so the rod has a double purpose.

● *R. W. ROBSON REPLIES*: I am the writer concerned—the article was signed by "A Staff Writer"—and I am not a "reporter". Neither am I guilty of "misrepresentation".

I did not say that there was "a 35 per cent. wastage of Australians trained for six months in the Territory for service in primary schools." What I said was that it was surprising that the Department's catch-as-catch-can system of recruiting persons in Australia for "crash" training in New Guinea did not give a casualty rate higher than 35 per cent.

Mr. McKinnon counts only the persons who had survived the six months' training, and gone out into the bush. Of the 172, no less than 163 have remained—a very good survival rate.

I was not discussing those "graduates" who got through the "crash" training: it surely was apparent that

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I was referring to the wastage from recruitment in Australia, onwards.

I was not attempting to analyse the Territory's present education through "readily available facts and figures". Any writer led up that confusing path, by the typical bureaucrat who hates newspaper publicity anyhow, is almost always smothered under masses of statistics.

I was concerned only with the over-all picture—Australia's progress in making some two million blankly illiterate natives a little less illiterate. I have been making that survey at intervals for the last 33 years; and, if Mr. McKinnon wants facts and figures, I might some day quote statistics to show the colossal amount that Australia has poured down the education drain, in money and in wasted effort, since 1930.

That was why my article of July, 1963, had much more praise than blame in it, as even the heading indicated. We have been glad to note that Australia is doing now, with some success, what should have been done long years ago. But, observing the sour note sounded by the Superintendent of Primary Schools, no one would guess it.

Mystery Obelisk in NG

Sir.—There is, on Kalili plantation, on the west coast of New Ireland, an obelisk, now in poor condition (it is on its side), bearing the word "Planet".

Although I have worked on small ships in these waters for three years now, and was overseer on Kalili for the best part of a year prior to this, I have discovered practically nothing regarding this obelisk or the ship herself. *Planet* was, apparently, a German gunboat and had been engaged in survey work—eg., Planet Harbour, in the Vitu Group.

I would be grateful if you could enlighten me as to the possible purpose of this marker, which is on the beach inside Kalili Harbour, about 100 yards north east of the jetty. Perhaps it has some historical significance of value which deserves its restoration.—Yours, etc.,

DAVID DEAN.

M/V *Kulu*,
Rabaul.

● Captain Rhodes's *Pageant of the Pacific*, vol. II, shows that when World War I broke out there was in Rabaul a German gunboat of 650 tons called the *Planet* and described as a surveying ship. On August 1, 1914, three days before the declaration of war and on the direct orders of Admiral von Spee, the *Planet* left for Yap in the Palau Group. It seems likely she was the vessel concerned—but why did she put this marker on Kilili Plantation on the west coast of New Ireland?—*Editors.*

It's Octopuses

Sir.—An issue or so back you put the query "What is the plural of octopus? Is it 'octopuses', or 'octopi'?"

Having no reliable reference available, I put the question to Professor L. C. Birch (Challis Professor of Biology, University of Sydney).

His reply exactly confirms that of our old Professor of Zoology at the same place many years ago. I quote it: "Octopus comes from the Greek, and its plural is octopodes. However, the Oxford Dictionary, whilst giving octopodes as the plural, also gives octopuses which is common usage, and can be regarded as correct also."

For my part—and at the expense of sounding pedantic—I will continue to use octopodes, if only on the ground that it's easier to say.—Yours, etc.

"GH"

Wewak,
New Guinea.

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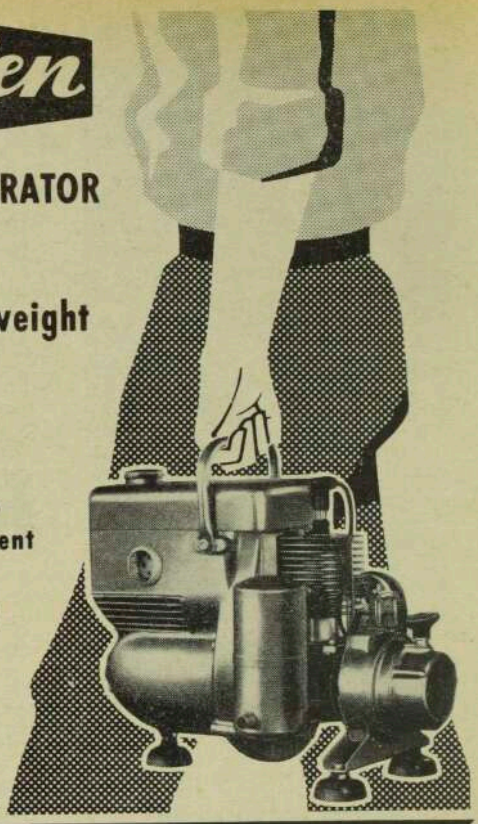
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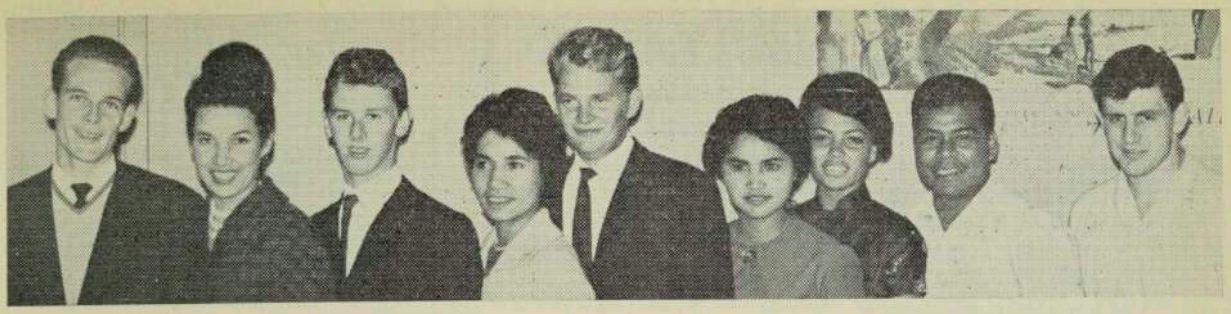
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NAURUANS IN SYDNEY: Recent visitors to the Polynesian Association in Sydney were this happy group of young people, a number of them from Nauru. From left, they are Patrick Dwyer, Margaret McKenna, Lien Larsen, Mary Iore (Nauru), Kai Anderson, Mary Bray (Nauru), Vera Zander (Nauru), David Agir (also of Nauru, who was the host) and Phillip Ralfe. —Tele-Photo.

Greater Voice For Islanders In South Pacific Commission

Special to Pacific Islands Monthly

The five member Governments of the South Pacific Commission are shortly expected to agree formally to a rearrangement of SPC functions to give an important new voice to Islands people.

THIS will be done by re-organising the Research Council and instituting an additional body called the Regional Council. The Regional Council will be composed of delegates elected by Islands legislatures, which means a big proportion of delegates would be indigenous people, and this proportion can be expected to grow. The Council may meet every year.

The new plan is one of many proposals which have emerged from round-table talks in London of the member nations—Britain, the US, France, Australia and New Zealand. The main purpose of the talks was to discuss the entry to the SPC of Western Samoa to replace the Netherlands which withdrew last year following the loss of West New Guinea. But the talks developed into a review conference of SPC activities, and the proposals are likely to be as vital as any of those made in the first formal review conference held in Canberra in 1957.

No announcements have been made about the London talks, or even that the talks were held, but the five member nations were represented by senior delegates experienced in Pacific affairs, able to discuss the various proposals with authority.

London was selected as the meeting place because of its convenience. Earlier in the year it had been suggested the conference be held in Wellington.

At the London talks it was proposed that Western Samoa be admitted to the SPC as a full member, and firm plans for this are expected to be put before the next session of the SPC, to be held in Noumea in October (*PIM*, Aug. p. 6).

A Samoan "First"

Samoa became an independent state in January, 1962, and thus she will be the first Pacific territory to have emerged from colonialism and become one of the "Big Six" governments responsible for the financing and direction of the South Pacific Commission.

Although the Kingdom of Tonga sends delegates to the South Pacific Conferences, which are held every three years, and receives visits from SPC officials, she has never been invited to become a member. Her interests there are looked after by Britain.

Western Samoa is not technically a member of the British Commonwealth, nor is she a member of the UN, although she benefits by UN agencies and is a member of WHO.

Other proposals made at the London talks will also be put before the Noumea session, notably a new formula of financial contributions to the UN.

Under the present formula, Australia puts in 30 per cent., France and the United States 12½ per cent. each and the others each 15 per cent. Since the Netherlands' withdrawal, temporary adjustments have been made.

The London meeting tentatively agreed on a new arrangement which would set Australia's contributions at 32 per cent., the United States at 20 per cent., Britain at 17 per cent., New Zealand and France at 14 per cent. and Western Samoa at 3 per cent.

The United States has been anxious for some time to give a greater proportion than 12½ per cent., because it has stated that the original figure was set when its only interest in the Commission was through American Samoa. Since then the US Trust Territory of Micronesia has benefited from SPC activities.

The US has also been anxious to

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find a formula which will allow it to help the South Pacific financially in other ways, but it has been stepping carefully on this.

Its view is that the South Pacific is open to Communist interference just the same as are many other parts of the world, and that a strong, progressive and contented South Seas is the best defence against Communism.

US Plans

The US Secretary for the Interior, Mr. Stewart Udall, who is responsible for administering the US Trust Territory and American Samoa, made this clear during news interviews he gave during the last South Pacific Conference at Pago Pago last year. He said the difficulty was to know just how America could help, and that he was "open to suggestions".

Mr. Udall said America naturally preferred to make its proposals through the SPC. He added that he thought the best possibility might be through some kind of exchange and study programme, using American money.

The American view was discussed at the London talks. Congress would have to approve some of the proposals made there and it is not known whether this particular facet of the talks will be discussed at the October conference in Noumea.

Conference to Remain

The London talks also made an important decision on the South Pacific Conferences, which first began in 1950.

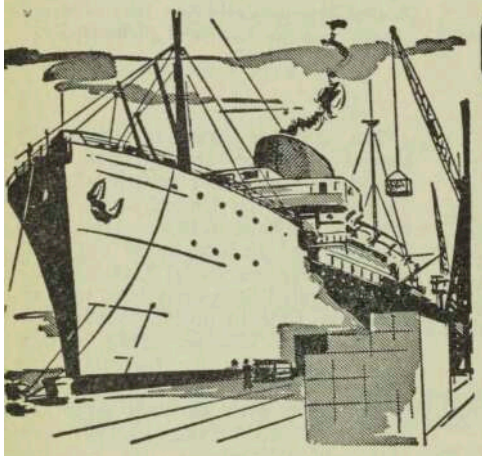
They are to be continued.

There had been suggestions made earlier that the conferences should be cut out, or at least organised in a different way.

At the last two conferences, in Rabaul and Pago, there has been criticism by some delegates behind scenes that the conference agenda was in a strait-jacket because it had to be decided two or three years ahead. People were not allowed to bring up topical subjects on the conference room floor because of this strict agenda.

At Pago the Netherlands New Guinea delegates attempted to introduce the subject of Indonesian attitudes to West New Guinea (Dutchmen at that time were being killed in clashes with Indonesian paratroopers in West New Guinea) but the chairman, properly, silenced the move.

The ruling was accepted, but behind scenes many delegates said they failed to see why such important mat-



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Mr. W. D. Forsyth, Secretary-General of the South Pacific Commission. He was with the Australian Department of External Affairs before taking up his position in Noumea earlier this year.

ters should not be discussed if conference members wanted them discussed.

There was a common feeling that the South Pacific Conferences would not continue to be a useful meeting ground and an ideas exchange for South Pacific people while the agenda continued to be set years ahead and kept rigid.

Undoubtedly this problem could be eased if the SPC decided to allow new items to be raised from the floor of the conferences, but it is most unlikely this step will be taken. General attitude of SPC members is that such a forum could be a political embarrassment to any of the Pacific member governments, either directly or through references made to other governments. The SPC under its charter must not involve itself in politics.

Regional Council

However the proposal for establishing a Regional Council, which would have indigenous members, would give the Islanders opportunity to raise general matters and to have a much bigger voice in Pacific affairs.

Decisions taken at South Pacific Conferences would be referred back to the new Council before finally being discussed by the full Commission. And with Western Samoa a full member of the Commission the Islanders would thus be having a direct say in all SPC activities.

It is not planned that the Research Council be abolished but its form would be changed considerably.. Rather than meet in full conference, its members would be available to supply technical information and advice to the Commission.

Streamlined

The new proposals discussed in London are undoubtedly the beginning of a move to streamline the Commission; a move which was first mooted in Pago last year (*PIM*, Aug. 1962, p. 17).

Dean Knowles Ryerson, the conference chairman, said then that he hoped the SPC could soon turn in its old model, "useful as it has been", for a modern one, "using the high octane fuels of Islands enthusiasm, ideals and eagerness". He wanted more frequent meetings and more responsibility for Islanders.

The proposals for a Regional Council were put forward by Britain and New Zealand 18 months ago and have been discussed in detail since.

No decision was taken in the London talks in July about where the next South Pacific Conference should be held, but there is a possibility it will be in Papeete. Following the Rabaul conference in 1959 the Netherlands invited the conference to meet next in Hollandia, but in the meantime of course Hollandia has been taken over by the Indonesians and renamed Kota Baru.

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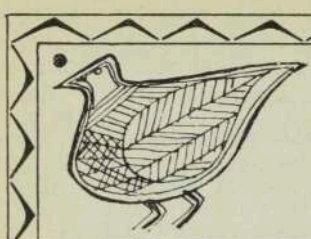
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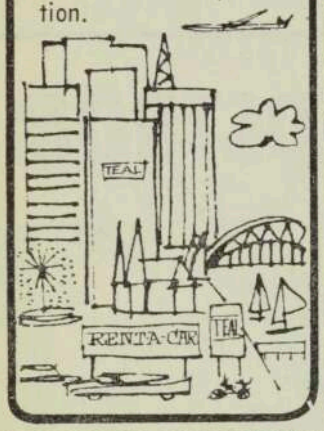


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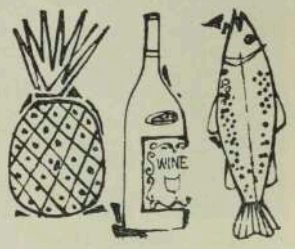
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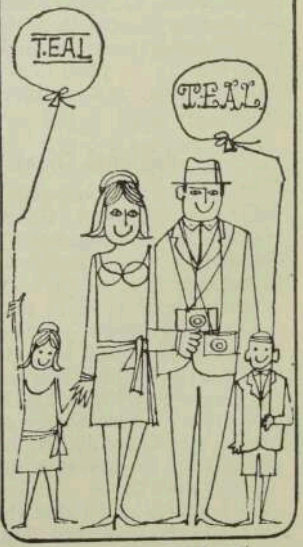


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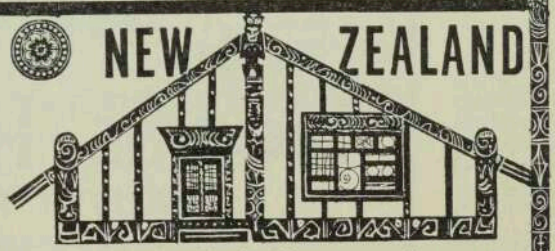
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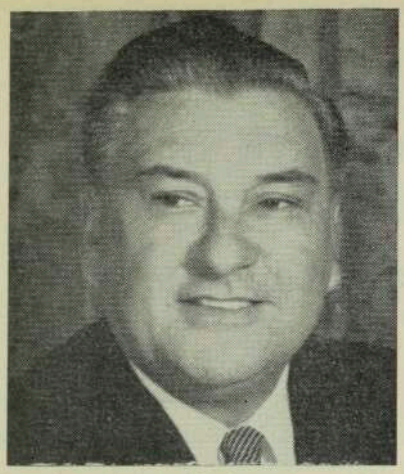
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Senator Alfred Poroi.

Tahiti Independence Movement "As Dead As A Doornail"

The movement for independence in Tahiti, which erupted in violence in 1958 and resulted in the banishment of Leftist leader Pouvanaa a Oopa, is now "as dead as a doornail", according to a Papeete correspondent.

THE correspondent was commenting on a recent article in Parisian newpapers, reprinted in the Noumea Press, stating that a Tahitian political party headed by the Senator-Mayor of Papeete, Mr. Alfred Poroi, had asked for independence for Tahiti.

The article said it was probably for this reason that the French Minister for Overseas Territories, Mr. Louis Jacquinot, who recently toured French Polynesia, had invited the President of Tahiti's Territorial Assembly and four of its members to Paris.

The correspondent said the style of the article seemed to indicate that it was the work of a French journalist who had been expelled from Tahiti for his attacks "on almost everyone in the islands, including Alfred Poroi, the Governor, the Bambridges, and many others."

"The whole thing would just be a joke if it weren't that some people are taken in by him," the correspondent went on.

"Back in 1958, there was an independence movement sponsored by the RDPT, the party of Pouvanaa, which is now headed by Jacques Tauraa and Jean Teariki.

"However, today, they and their party are absolutely and completely for integration with France. The leaders have only recently pledged their whole-hearted support for France and her policies.

"The independence movement itself is as dead as a doornail. Nobody even talks about independence for Tahiti any more.

"Alfred Poroi has always been for this basic idea of loyalty to France. Today, all the leaders of all the parties are 100 per cent. behind France and her plans.

"The reason Louis Jacquinot came here and invited the president of the Territorial Assembly and four of its members to visit France had nothing to do with the independence movement.

"Jacquinot came here on one of his regular visits. He invited the local officials to France so they could visit Reggane in the Sahara Desert. The reason for this was that he wanted them to witness an atomic test and see the entire installation there to reassure them—and through them the people of French Polynesia—that they would be safe during France's proposed atomic explosions at Mururoa Atoll in the Tuamotus."

Atomic Test Centre

The correspondent said that as far as he had observed, the people of Tahiti had almost completely accepted the idea of an atomic test centre at Mururoa.

"They know they must live in the 20th century, and that this is part of the French national defence plans," he said.

"They believe that this activity will do the islands a great deal of economic good, and they are not afraid of any consequences, generally speaking."

EDITORS' NOTE: Since the foregoing was written, *Le Journal de Tahiti*, a daily Tahiti newspaper, has published pictures of the Tahitian mission at Reggane. The members of the mission were Messrs. Rudy Bambridge, Ceran Jerusalemy, Coppenrath, Marcel Hart and Tauraa (president of the Territorial Assembly).

It is also reported that 69 members of the French Foreign Legion, under Commander Maestrelli, recently arrived in Papeete to prepare for the testing centre at Mururoa. The Legionaires are under canvas at Arue, a district between Papeete and Port Venus, where they will build a permanent transit camp. It was reported earlier (*PIM*, Aug. p. 41) that the Territorial Assembly had unanimously opposed the arrival of the Legionaires in Tahiti.

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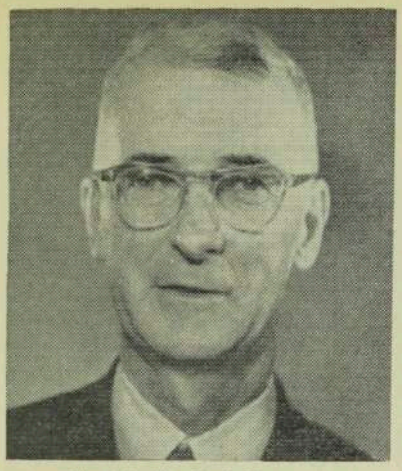
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The late Mr. P. J. Twomey.

Photo: Fred Dunn.

MR. P. J. TWOMEY DIES ON JOB

Mr. Patrick Joseph Twomey, of Christchurch, New Zealand, known throughout the South Pacific as "the Leper Man", died at Suva on August 1 at the age of 71.

MR. TWOMEY had been in the New Hebrides on one of his visits to leper mission stations when he became ill, and he was flown from Vila to Suva, where he entered the CWM Hospital on July 24.

For many years Mr. Twomey campaigned vigorously for funds for the Makogai leper station, in Fiji, and for stations elsewhere in the Pacific. He raised much money to provide comforts, buildings and equipment for leprosy patients.

Mr. Twomey, in his early life, was a teaching brother in the Marist Order, and taught for some time at Suva. It was then that he first learned of the work being carried out for leper patients.

When ill-health forced him to leave the order, he went back to New Zealand to devote the rest of his life to helping leprosy sufferers.

He became secretary of the NZ Lepers' Trust Board when it was incorporated in 1939 and retained that post till his death. His wife, who died a few years ago, was a great help to him and her own work for leprosy patients is commemorated in a plaque which was unveiled recently at St. Elizabeth's Home, Suva.

St. Elizabeth's Home is for discharged lepers, and Mr. Twomey was a co-founder.

Mr. Twomey was awarded the MBE in 1947 and in 1956 he became a Chevalier of the Legion of Honour. Another French award was the Medaille D'Honneur des Epidemics. The late Pope awarded him the honour of Bene Merenti.

Tributes

In Suva the chairman of the Fiji Leper Trust Board (Mr. Maurice Scott) in a tribute, said that Mr. Twomey's loss to Fiji and other Pacific Islands was impossible to estimate.

"For many years he has been the driving force behind the magnificent effort of the people of New Zealand in particular in giving so generously to Makogai and other hospitals in the Pacific," Mr. Scott said.

"He and Mrs. Twomey, together with the Lepers' Trust Board of New Zealand have performed a magnificent work that does not get the publicity it deserves, but a work which perhaps has no equal in the South Pacific."

High tributes to Mr. Twomey were also paid in the Solomons and in New Caledonia, where the sanitorium at Ducos, Noumea, is one of the monuments to his life's work.

The chapel of St. Thomas at Ducos was too small to hold all those who wanted to pay their respects to Mr. Twomey at a Requiem Mass. Many people came from Noumea to take part in the service, including Government and business leaders. The choir was composed of sufferers from leprosy.

Noumea remembered that the Lepers' Trust Board had distributed more than £25,000 to Ducos. A special medical building opened there by Mr. Twomey in 1953 also serves as a memorial to NZ servicemen who died in New Caledonia. New Caledonia has a local committee of the Lepers Trust Board.

Mr. Twomey is survived by three sons, the Rev. Father Michael Twomey, SM, of New Zealand, Mr. John Twomey, of New Zealand, Mr. Peter Twomey, Australia, and one daughter, a Dominican nun in New Zealand.

The Rev. Father Twomey sang the Requiem Mass for his father at the Sacred Heart Cathedral, Suva. The body was taken to New Zealand for burial.

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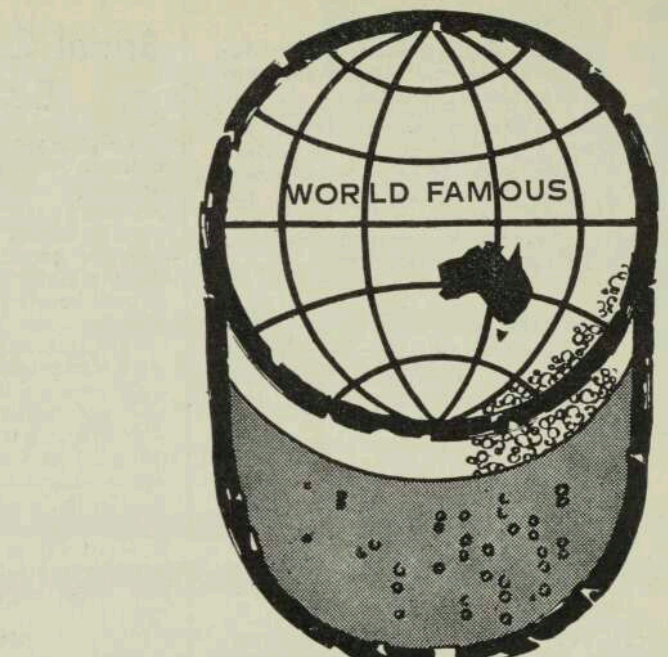
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Sir Leon Jeered By Students Over Cook Islands

New Zealand's Minister of Island Territories, Sir Leon Gotz, has been having a rough time lately over NZ's administration of the Cook Islands.

A COUPLE of months ago, he was "shot at" by reporter Noel Holmes in a series of critical articles in the *Auckland Star* (*PIM*, Aug. p. 59); and in August, he was jeered and derided by students when he attempted to explain the NZ Government's attitude towards the Cook Islands at Wellington's Victoria University.

The Victoria University affair occurred during a week of lunch-time lectures, arranged by the university's Students' Association, to publicise the Cook Islands and their difficulties.

At the opening of the week, a 22-year-old Cook Islander, Mr. G. A. Henry, who has lived in NZ for nine years, bitterly criticised NZ's handling of Cook Islands' problems.

He said NZ had compounded the problems of education, health and land tenure into the one problem of over-population, and had then introduced a scheme of selective assisted immigration to NZ.

However, this scheme seemed to be intended to solve NZ shortage of rural labour, rather than the problem of over-population in the islands.

"Trickery"

"The whole scheme smacks of trickery and exploitation of the islanders' ignorance of the conditions of labour and life in New Zealand," Mr. Henry said.

He added that the present-day economy of the Cook Islands was a sad replica of the roaring twenties. Islanders could recall a string of promises which gave them incentive to work, but which over the years had been broken and forgotten.

According to the Wellington *Evening Post*, Sir Leon Gotz's words were frequently drowned by shouting and roars of laughter when he replied to Mr. Henry's comments at the university on the following day.

Sir Leon described Mr. Henry as "out-of-date" in his knowledge and he referred deprecatingly to "arm-chair critics" who sat back in NZ instead of returning to the Cook Islands to help develop the country. He said allegations that NZ was tricking and exploiting the Cook Islands were untrue.

Sir Leon said NZ had never got anything out of the Cook Islands and it never intended to do so. "On our part, it has been give, give, give," he said.

Speaking of economic development, Sir Leon said that the cannery on Rarotonga would ultimately be the saviour of the Cook Islands citrus industry and would be of immense future benefit to the economy.

Sir Leon said he frankly did not know what could be done to help the economy of the northern group.

"That is why I have been keen to let the Japs fish in those waters and have their catches canned at Rarotonga," he said. "That depends on the agreement of the Cook Islanders, but I havent heard yet whether they approve.

Rapidly increasing population was a big problem, said Sir Leon. Sixty-three pere cent. of the population of the territory was under 15.

Sir Leon said there was no possible economic development in the Cook Islands as a whole that could meet the needs of the rapidly increasing population.

The only hope for many South Pacific islands was that the people could emigrate to New Zealand. New Zealand must be prepared to accept these people and to allow them to become integrated.

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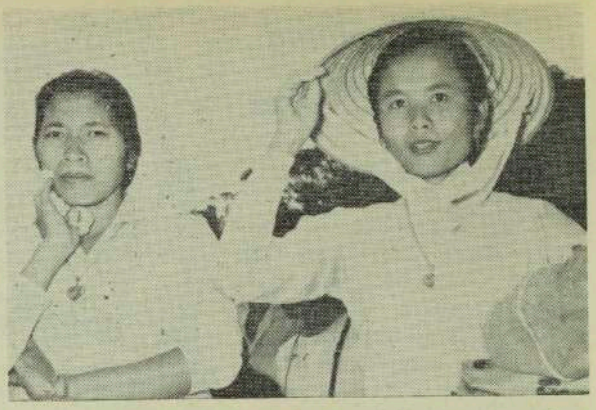
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ISLANDERS RETURN TO THE COMMUNISTS

Home, Sweet Home Was Not So Sweet For Some

Among the 492 Vietnamese who were repatriated from Vila, New Hebrides, in late July were quite a number who were most unwilling to return to their "homeland".



These two Vietnamese women wait to pass their final Customs' inspection before boarding the "Eastern Queen" in Vila for the long trip home.
Photo: Reece Discombe.

THE Viets were repatriated to Haiphong, North (Communist) Vietnam in the British liner *Eastern Queen*, which arrived in Vila at dawn on July 29 and sailed at midnight the same day. The Viets took with them four cars, 10 motor scooters and 145 tons of personal effects.

Most of the unwilling migrants were children and young people who had been born since their parents were brought to the New Hebrides as indentured labourers before the war.

Two girls "went bush" before the *Eastern Queen* was due to sail and did not show up again until after she sailed.

Another girl, who tried to escape the night before the ship arrived, was tied to her bed all that night and next day, but escaped again at the Customs wharf where the Viets embarked in boats to be taken out to the *Eastern Queen*.

However, her father chased her and caught her.

Other dramas involved a youth who jumped from the *Eastern Queen* and swam to nearby Fila Island, and a tailor who told the Vietnamese delegate that he did not want to go home because he had a good business in Vila.

The tailor was told that the authorities in Haiphong would make things hard for his parents, who were in Haiphong. He stayed just the same.

Before the *Eastern Queen* arrived, most stores in Vila sold out of most of their fast-moving lines. Calico was sold by the roll, torch batteries were sold in bulk, and there was a big demand for such things as radio sets, binoculars, shoes and films.

Sixty-three Vietnamese from New Caledonia, who had originally been in the New Hebrides, were also repatriated to Haiphong in the *Eastern Queen*. They had embarked in Noumea a few days earlier.

After her voyage to Haiphong, the *Eastern Queen* will sail to Santo to repatriate 550 Viets from there. She will then begin repatriating Viets from New Caledonia.

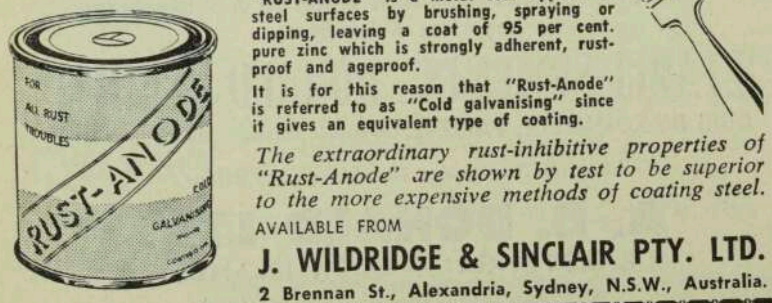
The *Eastern Queen* repatriated 1,638 Viets from New Caledonia in 1960 and 1961. Diplomatic difficulties subsequently prevented the repatriation of those remaining in New Caledonia and of those in the New Hebrides until this year.

The Vietnamese had the option to remain if they wished—but those under parental control had to go whether they liked it or not.

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Over the last three years, more money has been spent on public improvements at Pitcairn Island than at any time in the island's history.

About £2,000 has been set aside for a new post office and dispensary, £10,000 for the building of a radio station, and £6,000 for developments at Bounty Bay. Of this total of £18,000, £16,500 has come from the Colonial Office's Commonwealth Development and Welfare Fund, or, in other words, from United Kingdom taxpayers.

As Pitcairn Island (area: two square miles) has a population of only just over 100, this works out at an expenditure of £180 for each man, woman and child.

Details of the Pitcairn improvements were given in PIM for December, p. 123.

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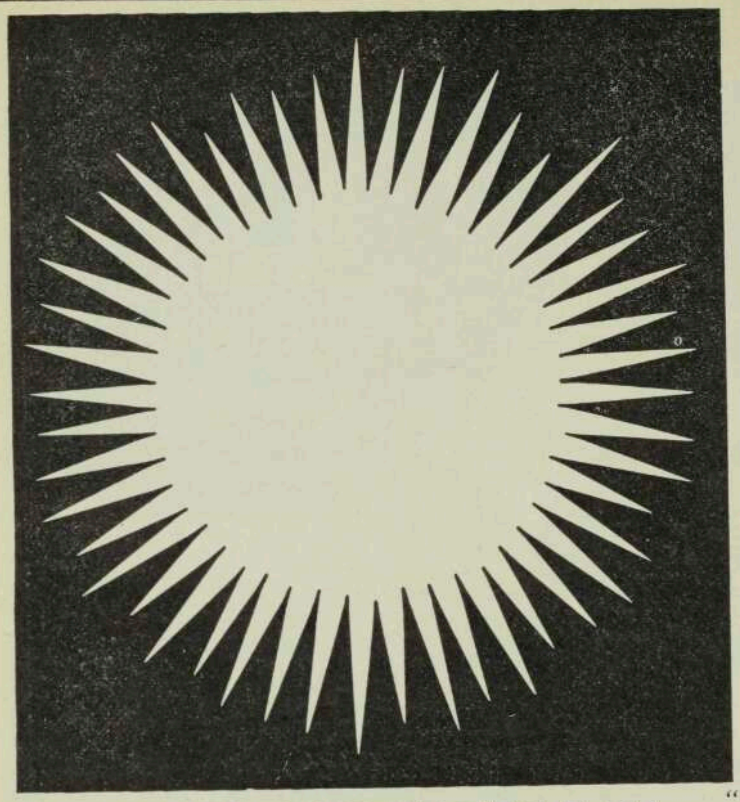
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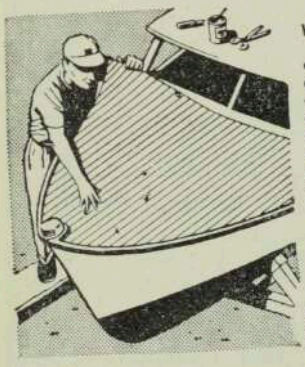
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"From a Sail Needle to an Anchor."

4 THE BOATMAN

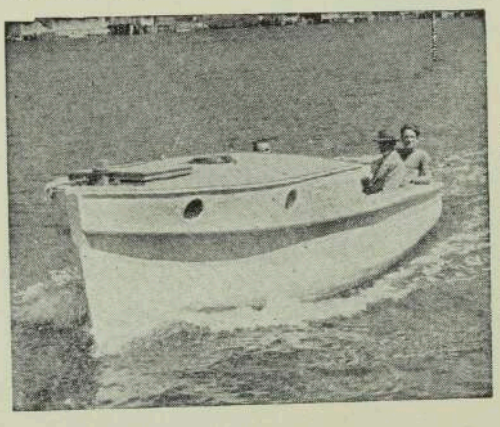
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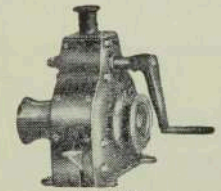
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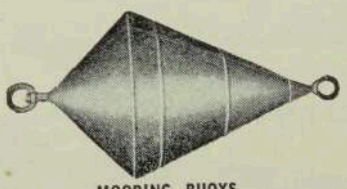
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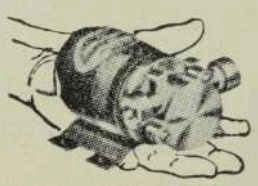
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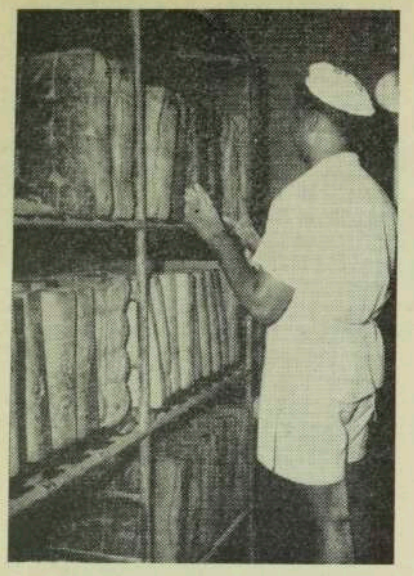
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One of the prison bakers stacks new loaves to cool.—Photo: Stan Whippy.

There Are No Files In This Bread

From a Suva Correspondent

The Fiji baking trade, which is largely in the hands of Chinese, deservedly has a high reputation for turning out light, feathery, good quality bread. There may be many reasons for this, but perhaps a major one is that very few of them, if any, have mechanised plant.

LARGELY because of the cost involved they stick to the old-type wood-fired ovens, or they use diesel fuel. And perhaps, because they do not have to contend with the stupid baking regulations they have in some parts of Australia, they can give their bread plenty of time to cool before delivery.

Another reason why Fiji people are satisfied with their bread is that they get deliveries six days a week.

But good as the bread made by the Chinese is, there is an institution which tops them for quality. This is the Suva Gaol.

The bakery was opened at the gaol about 30 years ago by a prison overseer, who was a bricklayer by trade. It was the first prison trade training scheme started in Fiji.

Very few, if any, trained bakers have ever worked in the bakery and they have never had a qualified instructor. The bakers, about 12 of them, are all long-term prisoners.

Old Recipe

The prison bakehouse has been using the same basic recipe for the 30 years and it is kept a secret.

Fiji Superintendent of Prisons, Mr. Basil Sellers, estimates that about 100 men have passed through the bakery during its existence. A lot of them have been placed in the Colony's bakeries. One man, recently released, went into a small country bakery which will turn out about 500 loaves a day. Before being sent to prison that man had worked in the cane-fields.

The bakery makes all-white and wholemeal bread, and special loaves required by dietitians for issue to hospitals and nurses' quarters, and rolls. Each Easter it turns out hot cross buns based on the recipe of the famous Mrs. Beeton.

The bakery bakes about a ton of



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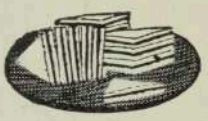
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bread a day and supplies all Government institutions, such as hospitals, the Fiji Military Forces, some schools, Government House, and all PWD ships. The general public do not get it.

The prison staff also receive the bakery bread, for which they pay 3¾d a lb loaf. This is an undoubted privilege for them for the retail price of bread at Suva is 1/- a loaf, with prices higher for special types of bread.

A "plum" order in February was to supply the Royal Yacht, *Britannia*, for the voyage from Suva to New Zealand.

The bakery shows a small profit of about £50 a month. This is paid into revenue.

Four Bakes a Day

There are four bakes every day, except Friday, when there are seven and eight to cater for weekend requirements.

The gaol bread will remain fresh for three or four days—for a week if it is wrapped in a polythene bag and placed in a refrigerator. Bread put into bins in which there are stale crumbs, however, does not remain fresh very long.

The gaol has a special van for deliveries, and all bread is covered. Mr. Sellers insists on the highest possible hygiene. Before the men finish work each dough trough is scrubbed with vinegar and water. Each Saturday, if the weather is fine, the tables and dough troughs are put out in the sun.

Lautoka, Too?

Mr. Sellers said the prison was watching with interest proposals to establish a flour mill at Suva. This would mean a saving in production costs. And there is also a possibility that baking may be started at the Lautoka Gaol next year.

The firms which supply the prison with flour are all Sydney-based—Mungo Scott, Gillespies, and Sunshine (owned by Hackshalls).

GEIC Prepares for Tourists

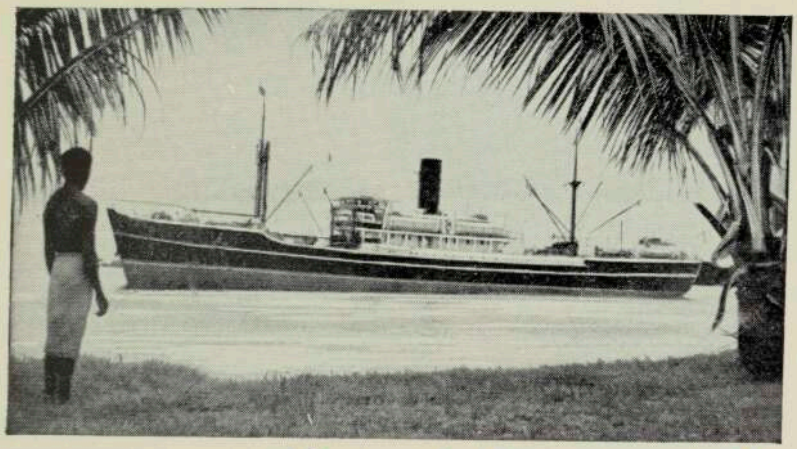
A Visitors Bureau Committee has been formed in the Gilbert and Ellice Islands Colony to co-ordinate the activities of various organisations for the reception, entertainment and accommodation of visitors in the Colony. The chairman is Mr. R. G. Roberts, an Administration official. One of the committee members, Te Teweka Nare, has organised two dancing teams—one Gilbertese and one Ellice—as a first step towards carrying out his committee's aims.

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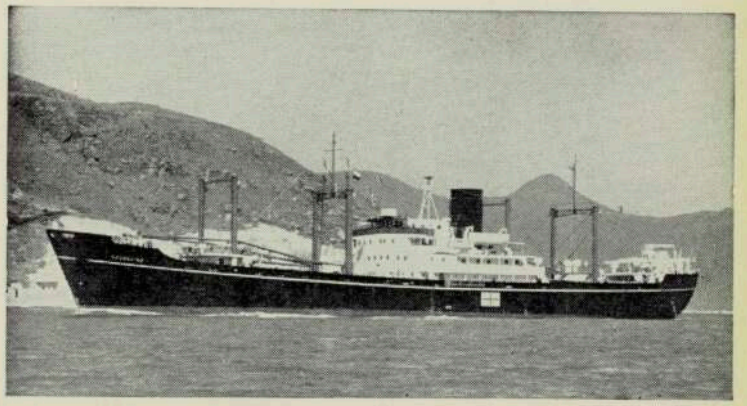
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HONIARA: British Solomons Trading Co. Ltd.

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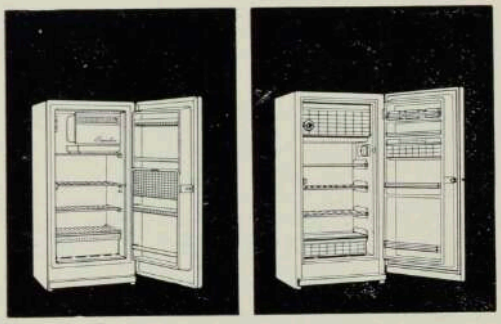
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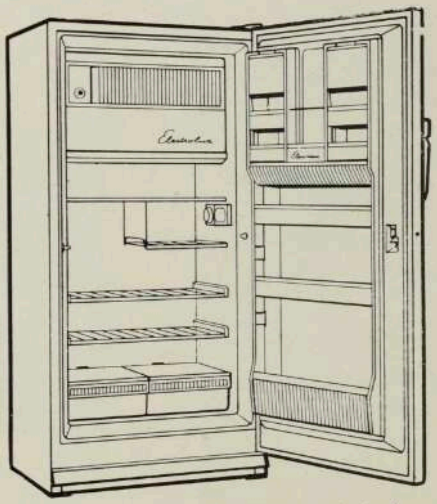
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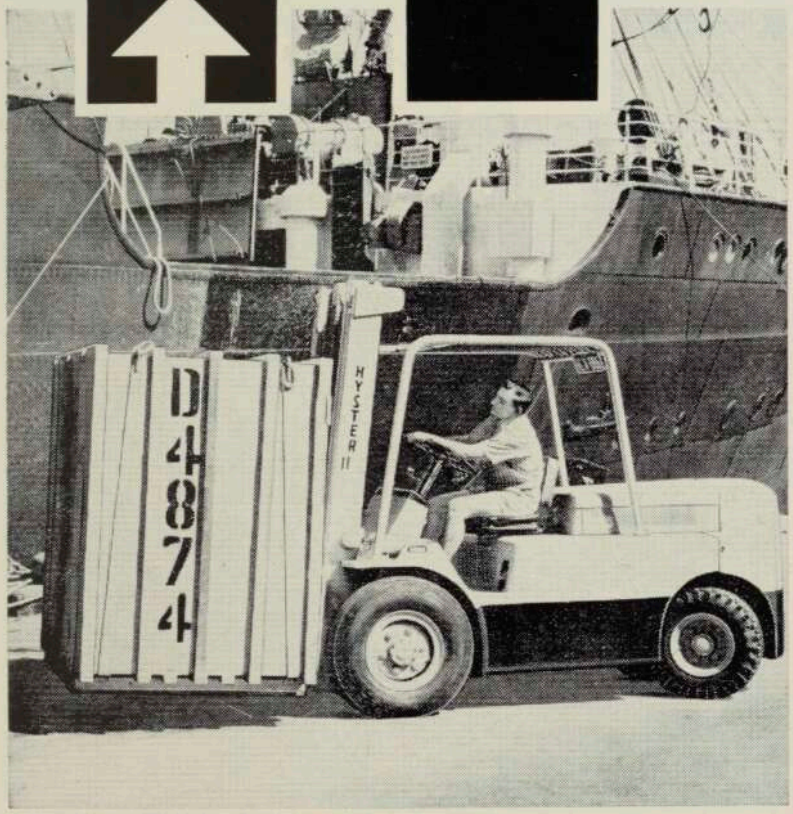
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Pacific Islands Monthly MAGAZINE SECTION

Beautiful Tanna's Fiery Volcano Turned On 'The Works' For Tourists

BY BEVERLY BARWICK.

"This trip is highly recommended by many very enthusiastic volcano climbers." So ran the bulletin announcing to the passengers, outward bound from Sydney aboard the *Polynesie,* that theirs for the taking (at £12 down) was the chance to fly from Vila to the island of Tanna in the New Hebrides and climb to the summit of Yasur, the Fiery Crown of the Pacific.

HAVING "done" Vesuvius some 20 years ago we obviously could claim membership, not enthusiastic membership, of the volcano-climbing fraternity and we hastened to book one of the seven places in the Drover aircraft scheduled for the excursion.

Tanna, we were assured, was the most beautiful island in the New Hebrides, the volcano was active (a fig for your extinct jobs) but could be relied upon to keep its exuberance within decent bounds. All told, it would, the purser promised, be a most memorable day.

It started early. At 7 a.m. the querulous squeak of a toy horn was warning all would-be volcano climbers that the ship's launch was about to leave for the Vila landing-stage. Ten minutes later our party of seven, having scornfully shaken off those fellow passengers who were merely going muu-muu hunting in the Vila shops, was speeding by car to the Vila airport.

This proved to be a paddock in semi-jungle with a couple of sheds, in front of which stood a small plane that a couple of natives were polishing perfunctorily. They broke off to shoo away a calf browsing on the run-way. When the pilot arrived, he shook hands all round, bundled us aboard and we were winging south to Tanna.

The blurb advertising the trip had promised low-flying over Erromanga Island and outlying atolls, thus conjuring up visions, in Technicolor, of a South Sea island paradise being unrolled like a carpet beneath the plane's wings. But this day the New Hebrides Airways' Drover was playing hide-and-seek with low clouds and not till we were nearing Tanna, over an hour's journey away, was there much to rival the interest of the ancient French magazines tucked into the seat backs.

And then, with wings seemingly skimming the palm tops, the plane was nosing its way impudently over the island, soaring over the steep, rounded hills, swooping down into valleys to glimpse the shining ribbon of a stream or to peek into a native village—pandanus huts set neatly on a checkerboard of greens and reddish brown carved out of jungle so dense that it looked solid. It seemed as if it would serve, if need be, as a landing strip.

That proved unnecessary. There was a lane among the trees, insignicant as a parting would be in the woolly hair of a Tanna islander, and we were landing.

"Yes, it's a real, sporting strip" the pilot said when someone remarked that there would have been barely a handspan between the wing tips and the grudging belts of jungle.

Our guide for Operation Volcano was waiting on the airstrip with two battered Land-Rovers. But first, morning coffee (home-grown, home-roasted) at his bungalow, set in an exotic garden on the edge of a picture postcard bay—hibiscus hedges, palm trees, a white schooner riding a turquoise sea that frothed in white frills on the sands.

Already we were prepared to accept Tanna's claim as the most beautiful of the New Hebrides islands; the long drive through the jungle confirmed it. The switch-back road went tunnelling through a fantastic forest,



A Jon Frum cross at Tanna with Yasur, the volcano, in the background.
Photo: Reece Discombe.

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an exuberant, riotous tangle of green punctuated by the scarlet of hibiscus, the blue of wild ageratum, the mauve or pink of orchids, and striped always by the red-brown of the erratic, jolting track.

Long-legged coconut and banana palms, pineapples and papaws, breadfruit trees and yams with their absurd gargantuan leaves, the more modest-growing cocoa and coffee bushes—all growing wild, irrepressible, their fruits there for the picking. Impossible, surely, to starve on Tanna?

Poor Fishermen

And beyond the jungle, a tropical sea hardly less profligate in its offerings. Though, perhaps because the land provides them with such an abundance of foods, the Tanna islanders are poor fishermen.

To encourage them, Lake Siwi at the foot of the volcano is being stocked with fast-growing fish from South Africa; we saw ample evidence of it later in the tiny corpses stranded in the black ashy sand of the surrounding flats which flood in the wet season.

For the most part, the natives of Tanna live off the jungle or small holdings of their own.

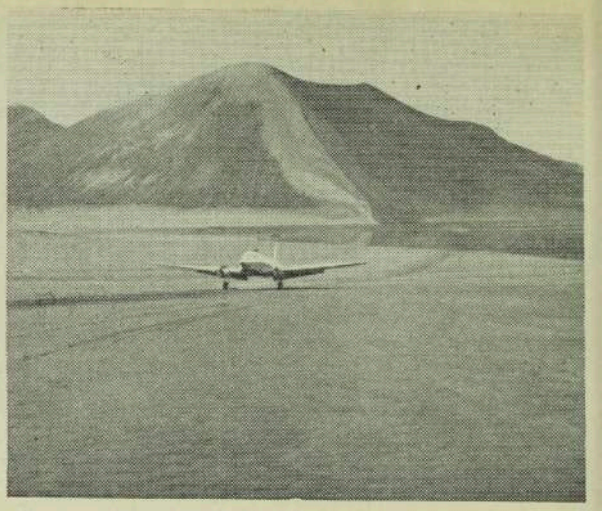
"We strive for years and acquire expensive ulcers to achieve the sort of life that is theirs from birth," our guide remarked.

But if only a small proportion of the Tannese hold regular, boss-obeying jobs, some 1,200 of them are in the airline business, each with a £1 share in the aircraft that had brought us to the island.

For like so many of the South Sea islands that have felt the bewildering impact of Western materialism, Tanna has had its cargo cult troubles; when some of the followers of "Jon Frum", the Messiah who is to usher in the Golden Age on Tanna, announced they wanted an aeroplane like the white men, they were told they could have one—for the price of £1 a head.

The little Drover they now count as theirs; its comings and goings are watched with proprietorial pride and, should an overnight stop at Tanna be necessary, some of the owners go on guard duty, sleeping by the aircraft.

As in any properly conducted business, the operations and finances of the company are duly reported back to the shareholders, usually at the kava-drinking ceremonies; these, being warmly commended by Jon Frum, take place nearly every night, thus offering a convenient venue for all business dealings. The more so since kava has a mildly sedative effect, unlike the wine which, since the beginning of this year, has been allowed for sale to the islanders.



New Hebrides Airways' Drover, piloted by Paul Burton, landing on the ash plain at Siwi, Tanna, half an hour's walk from the summit of the volcano.

Photo: Recce Discombe.

Kava Ceremonies

In Tanna the kava is still prepared in the most primitive way—by chewing the roots of the plant, and spitting the fibres into a palm-leaf strainer through which water is poured into a coconut shell. The drinking parties are strictly for men only; even the grounds where they are held are taboo to women who must use the detour path that discreetly skirts each kava-clearing.

The kava ceremonies were originally banned by the missionaries but when, about 1940, the bizarre religion that is Tanna's version of the cargo cult swept the island, one of the chief laws accredited to the mysterious Jon Frum was that they should be resumed. (Another edict was that the Tannese must not go to church and a third, less easily explicable, that they must get rid of the white man's money since Jon Frum would bring his own coinage when he came with his cargo of riches).

In Tanna the cult reached its climax when the United States set up a huge base on Santo to the north, but long after the American manna of material riches had ceased, with the war's end, to rain down from the skies, the Jon Frum movement persisted, with sporadic outbreaks of turbulence. Today it has lost its explosive quality but it is still far from dead. Red Jon Frum crosses still dot the island.

The road to the volcano ran past several of these symbolic crosses. One, flanked with votive offerings of fresh cut flowers, was set behind a red-painted fence on a cleared bank not far from a giant banyan tree whose tangle of boughs and hanging roots sheltered a ceremonial kava ground.

A few hundred yards further on was a cluster of native huts where a group of boys, aged perhaps from four to 10, were parading, their faces painted in a ferocious pattern of red and black and white. Save for a belt with a sporran of grasses and an arm band of grass streamers above the elbow, they were naked; each one gripped a knife. It savoured of anticlimax when they grouped themselves, grinning broadly, to be photographed.

Seclusion

They had, it was explained, just completed the several weeks' seclusion demanded in the circumcision ceremony and were about to be handed back to their mothers. These were waiting by their huts a discreet distance away; at our approach there was a startled flutter of multicoloured grass skirts and the women, shyer than their sons, disappeared into the trees.

Soon we were getting our first sight of Yasur which, we learnt, was obliging with the best display of volcanic wrath the island had seen in months.

Viewed from the crest of a hill that overlooked a vast, barren plain, its blackness broken only by the grey-blue of the lake, the volcano

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looked unimpressive — a squat, rounded hump topped with a mushroom of yellowish smoke.

But when the road, twisting and falling sharply, suddenly broke free of the tangled bush and we were speeding across that Sahara-like waste, Yasur presented a most formidable spectacle. Even above the car's engine we could hear its wrathful rumblings and as we drew near we could distinguish, in the billows of sulphurous smoke, the gobs and streamers of lava vomited at each eruption.

Solidifying in mid air the lava crashed down on the hump's slope as rocks. They fell, we were assured, quite slowly; there would be plenty of time to dodge.

Thus comforted, five out of the original seven volcano climbers embarked on the steep, 1,000 ft ascent. Over a deeply crevassed mixture of ash and boulders, our route skirted the line, as precise as if ruled, where the vegetation ended, though here and there an orchid thrust a courageous pink head up through the black wastes.



NEW BRITAIN FIND: Recently found near Kabaira, about 15 miles from Rabaul, by well known resident Dr. Marion Radcliffe Taylor, was this statue of a male figure, believed to be representative of the "Iniad Cult", which flourished years ago. The statue appears to have been carved from a lime rock, or possibly a piece of coral. Such statues are unknown to young Tolais, but old natives went into a sweat and trembled at its sight. They would not touch it. The statue is 14 in. long.

About three-quarters way up, a narrow plateau, on the leeward side of the falling lava, provided a camping ground. In a slow drizzle of falling ash that muddied the wine and speckled the ham and rolls, we ate our lunch and embroidered the hair-raising tales to be told back on the ship of hardships bravely borne and hazards narrowly dodged.

Then, hoping there might not prove to be foundation for these epics, we started on the last leg of the climb.

By now Yasur's bad temper had mounted to fury; the rumblings and belchings were almost non-stop. Even so, none of us were prepared for the horrific spectacle that greeted us when at last we peered down into the crater. A sheer drop of 600 feet and, there at the bottom, a glower of red, swelling in colour and size to explode with a roar that echoed round the crater and sent shock waves flickering through the ochre-stained smoke above.

With each gigantic belch, lumps and ribbons of lava were hurled up from the depths. Most of them, tossed up almost vertically, fell back into the crater to crash crazily back down into that monstrous, glaring maw but some, hurled higher and more obliquely, cleared the rim to cascade down the outside slopes, on the far side, fortunately, from where we stood.

Molten Core

This opposite wall of the crater was a jagged, leprous-white precipice, the rest a menacing black with spirals of smoke snaking up from fissures and vents in the walls above that red molten core.

An inferno, beggaring a Dante's imagination. And inhabited, the natives say, by an army of 5,000 red soldiers, waiting ready to come to the aid of Jon Frum.

His cross is planted on Yasur's highest peak and the stronghold of his cult is in a village in the jungle that fringes the barren hills, sullen red and brown and black, beyond the wastes at the crater base.

There on the flats our Drover was waiting as we slithered down the slope. She would, we had been promised, fly low over the crater on the homeward journey. The pilot was apologetic. Once, on a comparatively quiet day, the plane had been hurled far out to sea before he could regain control; in view of Yasur's present mood, a crater flight would be inadvisable.

We could not agree more.

A Brett Hilder Profile



PRINCE OF FIJI COMMERCE

Looking far more ethereal in this Brett Hilder portrait than any prince of industry and commerce has a right to do, is William Granger Johnson, better known amongst his friends in Fiji as "Tui".

TUI JOHNSON is a *Kai Viti*, that is, born in Fiji (on July 28, 1900). He is the only son of the late William Henry ("Tavua") Johnson, a Canadian, and his Australian wife who had been a Miss Blanche Wadeson.

Tui Johnson has a charming wife, Val; four handsome sons and a beautiful daughter; and is managing-director of W. R. Carpenter & Co. (Fiji) Ltd. But other than that no one has been able to prise any other personal details out of him, for publication, in recent years—even though his contribution to the legislature, to local government and to commerce in Fiji has probably been more than any other person now living in the Colony.

He did, for example, draw up a detailed plan of land reform in Fiji that pre-dated the Burns Commission proposals but which at the time was accepted politely by the Government and then pigeon-holed. And it was his energy and drive that, just after the war, gave Fiji a copra-crushing mill.

Of practical, get-up-and-doers, like Tui Johnson, Fiji has had tragically few in the last two generations.—JT.

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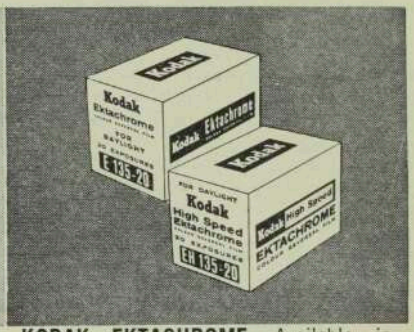
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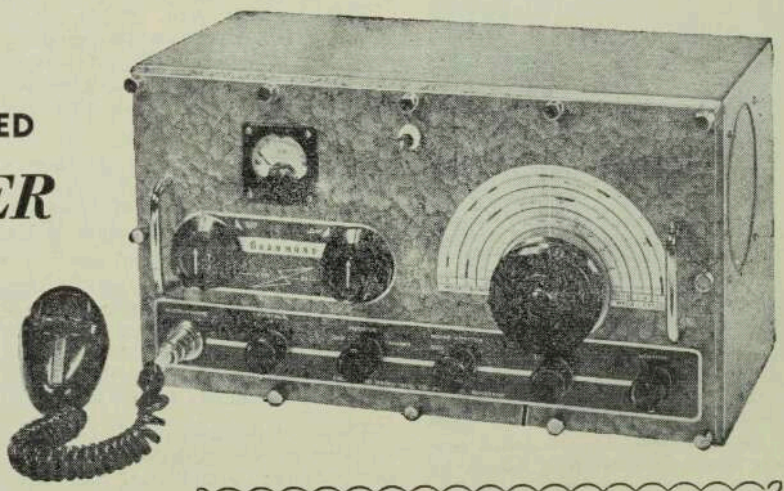
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American Voyage Through The Solomons Blazed A New Trail To China

by C. Jack-Hinton

People in the Solomons have heard plenty about the exploits of the American forces in those islands during the war, but none of them, probably, has ever heard that the Yanks were there as far back as 1787.

THE Americans in question were the crew of the frigate *Alliance*, which passed to the west of the New Georgia Group and Bougainville in November, 1787, en route to Canton for a cargo of tea. She was one of the first American ships to open up the tea trade with China.

Historians are familiar with the voyages through the Solomons of Carteret in 1767, Bougainville in 1768, Surville in 1769 and Shortland in 1788. But the voyage of the *Alliance*, under Captain Thomas Reed, has remained virtually unknown.

The only known account of it is contained in the logbook of the mate, Richard Dale. This was brought to my attention recently by Mr. J. Forsyth, of Avalon Beach, New South Wales.

The *Alliance* was an ex-US naval frigate of 900 tons.

Her master, Thomas Read, had served with distinction in the revolutionary war, rising to the rank of commodore. Dale, the mate, had served in both the Royal Navy and the revolutionary navy.

In the Solomons

The *Alliance* cleared Philadelphia for Canton in June, 1787. She called at the Cape Verde Islands, doubled the Cape of Good Hope, sighted Amsterdam Island on September 24, and reached Tasmania in October. From there, she headed northwards, keeping about 200 miles off the coast of New South Wales.

After narrowly avoiding disaster on the reefs off New Caledonia, land in the Solomons was sighted dead ahead at 5 a.m. on November 9.

From the navigational record of Dale's log-book and his description of the coastline sighted, the *Alliance's* route can be reconstructed with reasonable accuracy.

The ship's landfall in the Solomons was apparently to the south of Tetipari, and as she worked westwards, the higher points of Rendova, Tetipari, Gatukai and Vangunu could be seen.

By the early evening of November 9, the *Alliance* had passed the western extremity of Rendova and Kolombangara must have been visible to the north.

An hour later Vella Lavella and Ranongga were sighted, and with the approach of darkness the vessel was stood off and on the land.

At 3 a.m. a small island was sighted which must have been Gizo, and at 5 a.m. the ship headed for the opening between Gizo and Wana Wana but, finding it to be full of reef, she bore away. At 1 p.m. she stood towards Simbo and Ranongga, and during the afternoon passed between them.

Here, some canoes containing some 250 natives came out to the *Alliance*. The natives "appeared to be friendly", but the approach of darkness and a squall compelled the Americans to stand out to sea.

Between the 11th and the 15th, the *Alliance* passed Mono and coasted the western side of Bougainville Island, and on the 15th Buka was apparently sighted.

The ship's progress was so slow, and scurvy and the exhausting necessity of working the sails in varying and failing breezes took such a heavy toll that Dale wrote that he hoped they would see no more islands until they crossed the Line.

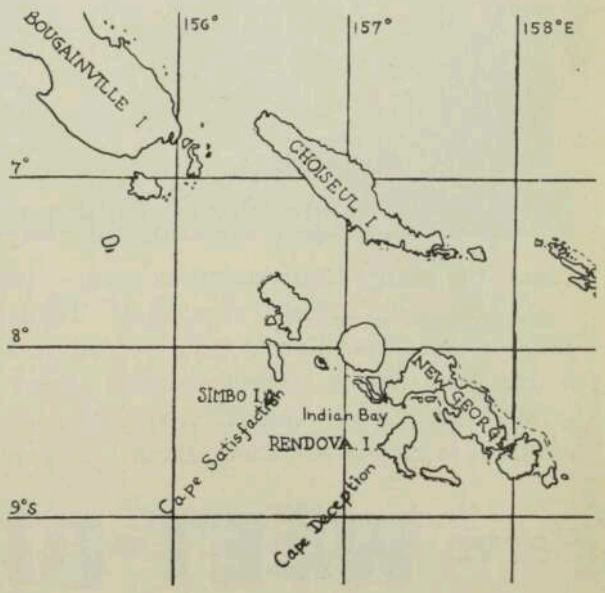
In the evening of the 15th, land was sighted to the west which was recognised as New Ireland, and on the 18th, the *Alliance* passed St. John's Island and Barbase.

By the early evening of November 19, 1787, the ship was clear of island obstacles and was heading northwards. She reached Canton on December 22.

The *Alliance's* voyage thus proved that it was possible to reach China by passing along the hitherto unknown western coast of Bougainville Island.

If it had been publicised in Europe it would have disproved the current argument of the English geographer Alexander Dalrymple that Bougainville Island was the eastern extremity of New Guinea.

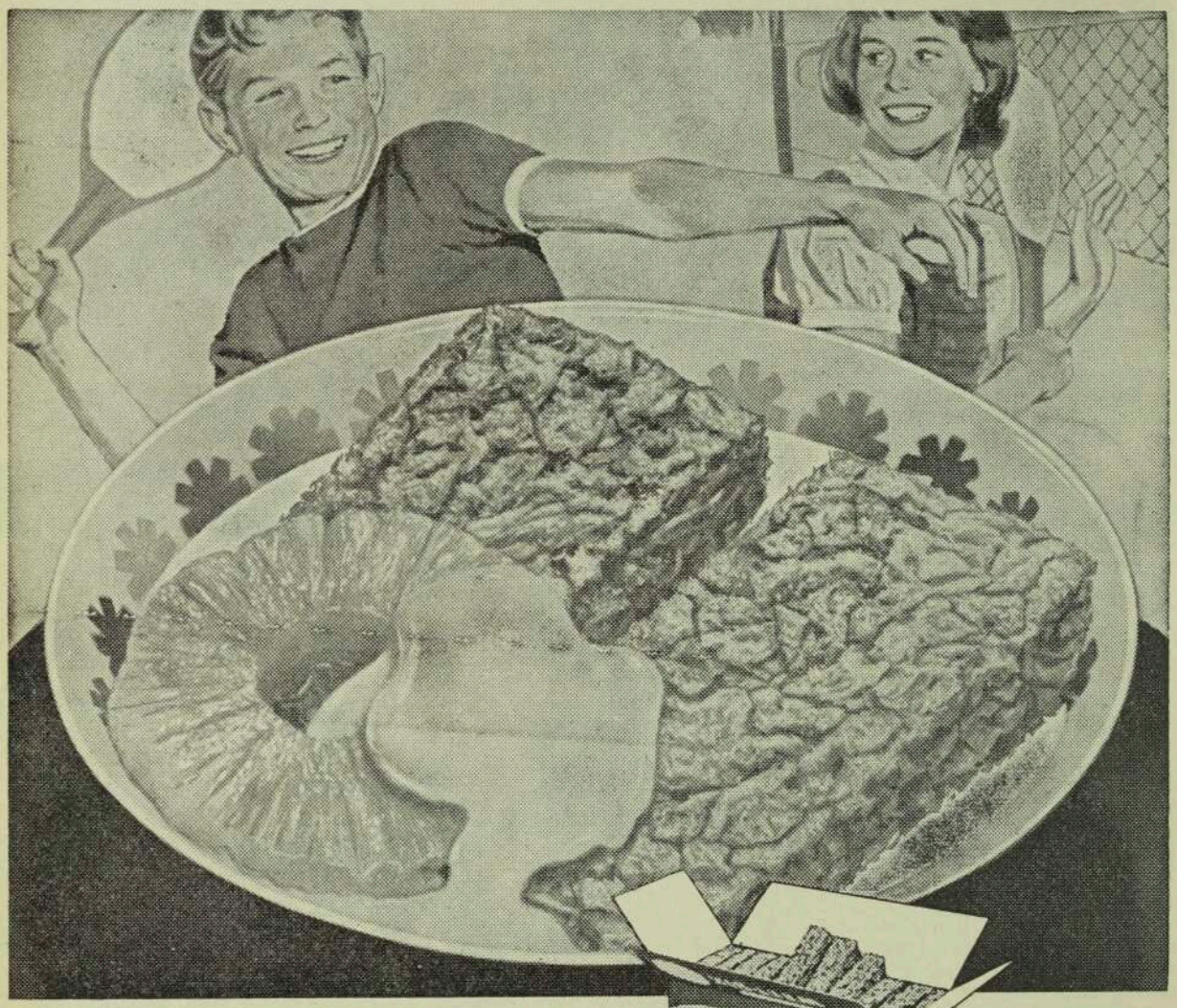
However, it seems that the *Alliance's* route was kept secret in the interests of the ship's backers and the possibility of another voyage, or that it was deemed too unsuitable to be worth publicising.



Map of the Solomons showing part of the area travelled by the American ship "Alliance" in 1787. The "Alliance" passed to the west of New Georgia and Bougainville.

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● Rotuma, one of the most beautiful, attractive and romantic islands in the South Pacific, was first seen by Europeans in August, 1791, when Captain Edward Edwards passed that way in HMS "Pandora" while searching for the "Bounty" mutineers. The main centre nowadays is Motusa, on the narrow isthmus seen above, at the western end of the island. The picture also shows Soloroa Hill and Uea, a small uninhabited islet which is 860 ft. high.

ROTUMA: "THE GEM OF THE PACIFIC"

It May Be Neglected, But The Oranges Grow Bigger Than Anywhere

From Gabrielle Lawson in Honiara

Judging by the letters on Rotuma that have appeared in *PIM* in recent months, I gather that things haven't changed much on that "gem of the Pacific"—as an enthusiastic journalist once called it—since I was there some 30 years ago.

ROTUMA is situated midway between Fiji and the Ellice Islands, and also about midway between Samoa and the Santa Cruz Group of the Solomon Islands, about 12 degrees south of the Equator.

Thirty years ago it was well off the main shipping routes and it still is today, although communication is perhaps better now than it was then when only three or four ships called there in a year.

The trip in Burns Philp's old *Malake*, which took eight days from Fiji, was certainly no luxury cruise.

The ship anchored outside the reef at Rotuma, about a mile off shore, and in rough weather passengers who were too timid to climb down the gangway and make the perilous leap into the waiting launch were lowered into a work boat by the ship's sling, an equally frightening alternative.

Rotuma has clean white sands, deep green vegetation and a blue lagoon shaped like a sausage balloon pinched towards one end.

It is only a few minutes' walk across the narrow part.

Towering hills rise up on either side and a road goes right round the island, a distance of some 17 miles.

Although Rotuma is part of the Crown Colony of Fiji, it is a country on its own. It has different people, a different climate and a different language.

The story goes that in the early days of migration, a Chinese junk was wrecked there. This probably accounts for the number of Cantonese words in the language, and the straight black hair of the Rotumans.

Burns Philp, Morris Hedstrom, and Carpenters (under the name of T. E. Page and Co.) had stores there in my time. There was nothing up to date about them.

Nowadays co-operative stores flourish and a central modern store attends to exporting and importing.

Oranges and coconuts grow in abundance. They are probably the largest in the world, and probably grow faster than anywhere else.

The oranges bear all the year round. They are thin skinned and full of juice.

The trees do not require and do not get much attention—certainly no spraying or pruning.

There are also plenty of papaws, mangoes, pineapples and melons, and the yams grow bigger than a man.

A Potent Brew

When I was there, orange wine was a potent brew, illegal of course, but no one worried about the law.

I remember an amusing instance of the effect of this orange wine on a European. He was thought to be at death's door with acute appendicitis. When the NMP (in the absence of a qualified doctor) agreed to try surgery, the patient would not go under when the anaesthetic was administered. Things looked grim. But the patient finally rallied. He had merely had too much orange wine.

Sometimes, in those days, the

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island was five months without a ship and food became scarce. During one such interval, one European resident forced himself to have his pet pig killed. But, alas, when it was on the table he and his wife were unable to swallow a mouthful and the cook boy had a party.

There were less than 10 Europeans on Rotuma then. Three were women, of whom two were French Roman Catholic nuns.

One of the male Europeans was the Resident Commissioner (Rotuma doesn't have one now) who was married to a Rotuman woman. His marriage set a seal on any hope of future advancement he may have had, and he was a brilliant man.

Genial Host

Dinner parties were held each week by way of entertainment and were as lavish as available foodstuffs could make them.

Father Griffon, of the Roman Catholic Mission at Sumi, was a genial host. One particular dinner party there was long remembered by a certain European.

For an entree, there appeared a delicious *pate* which was very much enjoyed.

"Father," said the guest, "that was just the tastiest dish I have ever eaten, what was it?"

The French Father was astonished at such ignorance, and said: "My son, you do not know? It is pig's blood, of course."

A few minutes later the guest excused himself. When he came back to the table he was looking very pale.

The church at Sumi, built mostly of stone, must still be there. Inside it was as beautiful as a cathedral.

The vestments and altar cloths made by Rotuman girls of the Mission school and taught by the nuns were exquisite works of art. Years of patient needlework went into their making. The carving and woodwork of the church was perfect.

One of the nuns spent 30 years on the island without ever leaving. She refused to go on leave and devoted her life to the welfare of the Rotumans and her church.

The disease of elephantiasis used to be a serious problem, and there were other inconveniences such as flies. But looking back and remembering only the happy people, the sandy beaches and the glorious sunsets, Rotuma seems to me the most attractive and romantic island in the Pacific.

Yesterday

The question of what would happen after the war to the League of Nations mandated territories — particularly the three in the Pacific — was exercising *PIM's* attention in September, 1943. *PIM* thought the Samoans would be capable of governing themselves after the war, but it said "territories like New Guinea, incapable of self-government, must be taken care of in some way". Other items in *PIM* of 20 years ago were:

All schools and assembly places in Tahiti had been closed because of an epidemic of influenza which attacked the throat, intestines and kidneys. The disease had apparently been brought from the United States. An average of three or four deaths daily had occurred in July.

* * *

Fijian and Tongan troops, who had been in the thick of the fighting on New Georgia, Solomon Islands, had won the praise of the Americans who declared there were no better fighters anywhere. The Americans were particularly impressed by the Islanders' ability to make gruelling, day-long patrols and then sleep as peacefully under shellfire as if they were in their own villages.

* * *

Mr. Owen Cyril Noel, a District Officer in Uganda, had been appointed Resident Commissioner in the BSIP. He succeeded Lieut.-Colonel W. S. Marchant.

* * *

Fiji's Governor, Sir Philip Mitchell, received a deputation of Indian cane-growers from Lautoka who claimed that sugar was not worth growing at the existing price. They asked that the price be increased, and intimated that they would probably not cut their cane under existing conditions.

* * *

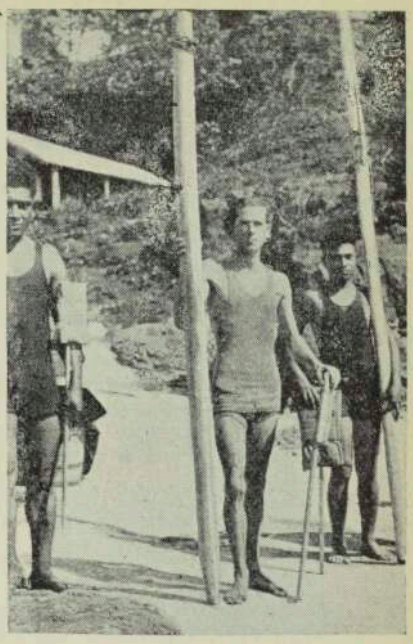
Since the American Army's arrival in New Caledonia in March, 1942, that territory had been enjoying the greatest boom in its history. Post Office Savings Bank deposits had risen from 24 million francs in March, 1942, to 51 million francs in August, 1943.

* * *

Mr. H. W. Champion had retired from the post of Government Secretary of Papua and Commissioner for Native Affairs. "Next to Sir Hubert Murray," *PIM* said, "he was Australia's most distinguished officer in the field of Pacific administration."

* * *

New Guinea aviation pioneer Ray Parer, whose whereabouts and activities since the beginning of the war had been a mystery, had been located in Edgecliffe, Sydney, running a grocery shop.



TIN CAN MAILMAN: The resumption not long ago of a more refined version of Tonga's famous tin can mail service at Niuafoou prompts us to republish this picture which appeared in PIM in February, 1939. It shows Mr. C. S. Ramsay, who was then famous as Niuafoou's Tin Can Mailman, ready to swim out to a liner with two Tongans to receive the mail which was dropped overboard in a sealed tin. Outgoing mail was tied to the short sticks. The long poles were for support. Niuafoou's unique mail service originated nearly 50 years ago.

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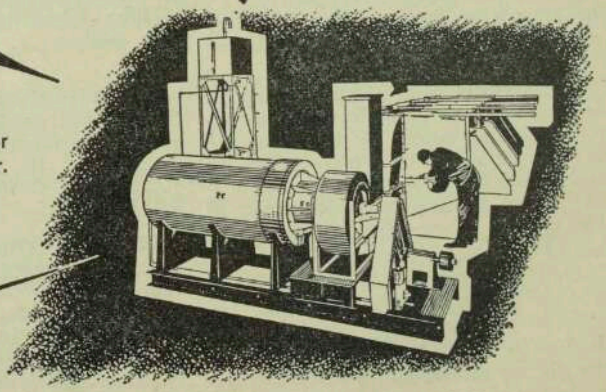
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THE MONTH'S NEW READING

Malaysia: The Implications For The South Seas

"Britain, in agreeing to Malaysia, virtually severed her long connection with South-east Asia, and reversed her centuries'-old strategic policy," says writer Ronald McKie in an important new book, *Malaysia in Focus*.

AND he interprets that in this way:

- Britain is abandoning Asia to concentrate on Europe.
- That in future her share in SEATO will be token only.
- That she would be unable to play any major part in South-east Asia in time of war, or to reinforce any forces she had there.
- That Australia and New Zealand must be prepared to look after themselves, and to play a much more positive part militarily, economically, and in all other ways, to help their friends in South-east Asia.

Donald McKie adds:

"The implications of Britain's withdrawal—and all signs suggest withdrawal once Malaysia is firmly established—are immense for Australians and New Zealanders, who are the only white nations in Asia, between Japan and the Mediterranean.

"This new psychological isolation—for physical isolation ceased with the jet and rocket—is something Australians have never faced before. Happy in their ignorance and indifference, they still hardly realise it is almost an established fact.

"And psychological isolation it will remain, unless Australians take a good look at the map they have always ignored, and relate themselves to the total region in which they live."

Those are words of grave significance for every citizen of Australia and New Zealand—and that phrase necessarily includes every resident of the South Pacific Islands.

Malaysia in Focus arrived in *PIM* office for review on the day that President Soekarno of Indonesia succeeded in forcing the countries concerned—primarily, Britain, Malaya and Singapore—to hold up final preparations for the formation of the new Federation of Malaysia until "the wishes of the residents of Sarawak



and North Borneo (Sabah) could be ascertained".

The book brings the history, present condition and probable future of the States of the proposed Malaysia sharply into focus; and for that reason it is a valuable and a very timely contribution to study of a situation of gravity.

It aligns most of the factors which have a bearing on the future of the South Pacific countries in such a way that no intelligent reader can avoid their significance.

Area of Growing Insecurity

Repeatedly, in the last couple of years, *PIM* has tried to show that we people of the South Pacific live in an area of growing insecurity. For twenty years, we had lived in the shadow of Japan's increasing power and greed. When Japan was defeated, we tried to return to normal life, as we had always known it.

But it was not to be, for an era had ended.

The first sign of it was the refusal of United States and Britain in 1945-6 to restore the Netherlands to its control over the sprawling dominion the Dutch had created in 300 years in the East Indies. Few saw the significance of that. Even when Indonesia came into being and the British and French, under the pressures of United States and United Nations, withdrew their rule over India, Ceylon, Burma, Indo-China, Malaya, Singapore, etc., the peoples of the South Pacific did not realise that their world was changing in a vital way.

It required the shock of West New Guinea, and the sudden appearance there of a noisy, gesticulating "conqueror" like Soekarno — who promptly re-named West New Guinea "Irian", and Hollandia "Kota Baru", and the Indian Ocean "Indonesian Ocean"—to bring to the complacent people of the South Pacific a realisation that their future security may be in jeopardy.

The Changing Scene

August *PIM* reported these interrelated facts:

- Soekarno of Indonesia had voiced implacable opposition to the establishment of Malaysia on August 31.
- Britain apparently is seeking some way to ease her colonial responsibilities in the South Pacific.
- A move is being made to rearrange the functions and authority of the South Pacific Commission (which is primarily concerned with the administration of the British, French, Australian, New Zealand and

With Judy Tudor

In The Fashion

There probably are almost as many people engaged in clothing the body as feeding it, and girls who would like to join the merry throng could do worse than read "Careers in Fashion", by Elizabeth Grey. It is one of the Bodley Head series on careers for girls.

Clothes—about which most females have an inborn interest—don't just mean dressmaking. These days, as well as making them you can design them, photograph them, write about them, draw them, model them or sell them. It takes a medium sized book to describe all the avenues of approach.

At present, modelling is the glamour job, but according to Elizabeth Grey it seems also to have its drawbacks. Some models have to have their noses reshaped by plastic surgery; their teeth capped or their ears pinned back.—JT.

(CAREERS IN FASHION. Bodley Head. 22/6.)

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United States Territories in the South Pacific).

● The creation of Malaysia seems to be part of a strategic plan to interpose at least a political barrier between the southwards-thrusting Red Chinese, and the unprotected European nations in the Pacific.

This review is written in mid-August, after the Premier of Malaya had accepted Soekarno's demand that public opinion in Sarawak and North Borneo be consulted prior to the establishment of Malaysia.

Britain has said that she will allow a United Nations team to consult public opinion in North Borneo; and a UN authority says that the consultation will require four weeks.

There is significance in a formal announcement by Britain, on August 10, that, whatever may come out of the Manila talks—an obvious reference to the possibility of Malaysia being postponed—Britain will retain her defence bases in Singapore.

For the South Pacific peoples, these daily changes in the South-East Asia scene could mean much. Naturally we wish to know where we are going, from here. We therefore may not ignore Mr. McKie's review and summary. *His* assessment of the situation is given in plain words.

Just to flavour the foregoing, disagreeable mixture, here are some further facts from Mr. McKie's book.

There would be 11 million people in the proposed Malaysia—950,000 contributed by Sarawak, 450,000 by N. Borneo (Sabah). Half of the 1,300,000 in the North Borneo States are Muslim. Of that total of 1,300,000, only 200,000 are Malay: there are 350,000 Chinese, and the remainder are a bewildering variety of races.

There now are more people (about 100 million) in Indonesia than there were in Japan when the latter attacked the West. But Japan had a strong economy and was heavily industrialised. Indonesia is neither.

The Cobbold Report (issued August, 1962) showed that, in Sarawak and Sabah, one-third of the people favoured union with Malaysia unconditionally; one-third favoured the union, with conditions; and one-third (the hard core of which was Communist) held a variety of views, mostly opposed.

The Singapore base probably now is of decreasing value to Britain, because it is next-door to a potentially hostile Indonesia; it costs £1 million a year to maintain; and it depends on Malaya for its water supply.—RWR.

(MALAYSIA IN FOCUS. Published by Angus and Robertson Ltd. 32/6.)

A Timely, But Unpolitical, Book On Portuguese Timor

Because many people believe that Portuguese Timor will be the next piece of country "liberated" by President Soekarno, Margaret King's *Eden to Paradise* can be considered timely. Strangely enough, it is also sympathetic to the present administration of the eastern half of the big island of Timor.

WE say "strangely sympathetic" advisedly, because although it is far from clear what the author is, she appears to be some sort of university researcher—and, in our experience, university personnel are likely to be more anti-colonial than Soekarno.

Margaret—and bully for her—found, however, that the Portuguese and Timorese were all perfect sweeties; and that the country was beautiful and fascinating. Moreover, she says little or nothing about colonialism, exploitation or self-government. All of which is remarkable in this day and age when it is fashionable for our more enlightened Afro-Asian friends to hold Portugal up as a horrible example.

The material in the book covers two visits to Timor—the first of which was designed as an interlude in ethnological research at Melville Island; and the second, for academic field-work. The sum total of the two expeditions, however, adds up to a pretty detailed account of Portuguese Timor and the Timorese with special attention to music, dancing, singing, arts, crafts, religion and culture.

The author writes like a young girl seeing the tropics for the first time; her style is naive and without frills and her own enthusiasm for the strange land is transmitted through a slightly rosy haze. Nonetheless, her observations are skilled and detailed. Few books have been written about Timor—at least in English—and this contemporary account of the people may be even more valuable soon.

The life of the Timorese, according to this account, is simple but rich in its own culture and tradition and still little complicated by outside pressures and politics.

It now merely remains to be seen how soon someone will try to change all that.—JT.

(EDEN TO PARADISE. Hodder & Stoughton. 37/3.)

Two About Health: Recommended

Two new books on health matters—"Preparing for Motherhood" and "Personal and Community Health"—although written for an Australian audience, should nonetheless be of value in parts of the South Pacific where many young wives still live on outstations; and where the authorities still face public health problems that are overwhelmingly large.

DR. CLAIR ISBISTER is honorary paediatrician at Sydney's Royal North Shore Hospital and is already well known in Australia for her writings on infant and maternal welfare. *Preparing for Motherhood* is precisely what she says it is—a common-sense approach to parenthood that could be read by both prospective mother *and* father with ill effects on neither. A comforting sort of book for the out-station wife to have on her bookshelf.

Personal and Community Health by R. E. Murray and G. C. Scott is also more or less as the title indicates. It was specifically written for student nurses in Australia but it should be of equal value in areas of the Pacific where public health problems are much more widespread than in the Commonwealth.

The authors (both lecturers in preventive medicine at Sydney University) cover such subjects as infectious disease, water supply, disposal of waste, food handling, housing and nutrition. On the more personal side they have something to say about hygiene, prevention of accidents and mental health.—JT.

(PREPARING FOR MOTHERHOOD, 15/-; PERSONAL AND COMMUNITY HEALTH, 27/6. Both published by Angus and Robertson Ltd.).

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THOSE POLYNESIAN CANOE VOYAGES:

Archaeologists Give A New Slant To Pacific Settlement

Until a few years ago, it was generally believed that the islands of Polynesia were of quite recent settlement—that Raiatea, in the Society Group, was not settled until about 500 AD, and that Hawaii, the Marquesas, Easter Island, New Zealand, the Cook Island, Samoa and Tonga were settled even later.

Scientists' calculations on when the Polynesian islands were settled were mainly based on the traditions of the people and the number of ancestors they could remember. Until 1956, hardly any archeological research had been done outside Hawaii and New Zealand.



"Claims there was a strong south wind!"

SINCE then, however, archaeologists have been busy with their spades at Easter Island, Rapa, Pitcairn, the Marquesas, Tonga, Samoa, Mangareva, Tahiti, and Moorea—and a new picture is rapidly emerging of the history of Polynesia.

With the aid of the recently-developed radio-carbon dating technique, the archaeologists are finding that the settlement of Polynesia dates back considerably further than experts such as the late Peter Buck ever dreamt possible.

One archaeologist who is helping to lift the veil on Polynesia's ancient past is Dr. Robert C. Suggs, an American, who spent several months in the Marquesas in 1956 and 1957, and who has now told the story of his excavations in *The Hidden Worlds of Polynesia.*

His story is made lively by numerous pen pictures of the bibulous, earthy Marquesans of today, some of whom helped the author to uncover the remains of a number of previously unsuspected buildings, quarries and burial sites.

Marquesan Artifacts

When Dr. Suggs finally returned to the United States, he had collected umpteen boxes of Marquesan artifacts, and these, when radio-carbon dated, showed that the Marquesas had been inhabited as far back as 120 BC or even earlier.

The oldest site that Dr. Suggs uncovered was a hamlet called Ha'atuatua, on Nukuhiva, which now has the honour of being both the earliest known settlement in the Marquesas and the earliest yet discovered in any part of Polynesia.

"The Ha'atuatua site," Dr. Suggs says, "has increased our time perspective in Polynesia tremendously, demonstrating the short view of the earlier theorists who often claimed that no island had been inhabited for more than a thousand years at most, and that few had been inhabited as long as that.

"Thanks to the ancient campfires of Ha'atuatua and their rich black charcoal, we know that the Marquesas were occupied by the second century BC, and that therefore the western Polynesian islands must have been inhabited even earlier."

Dr. Suggs says that some unusual types of stone found at Ha'atuatua could not have come from the Marquesas or any nearby island, so Ha'atuatua was apparently settled by some of the "Mayflower" Marquesans —members of the actual discovery party.

"The discoverers of Nukuhiva," Dr. Suggs goes on, "were no small, poorly

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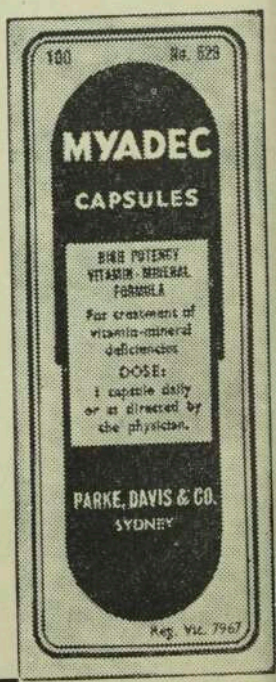
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equipped party carried to their new homes by a fortuitous storm or a series of bad winds.

"The discovery expedition was well-outfitted: prepared to establish a fully independent colony on a new island, they brought pigs and dogs in their long, sleek double canoes along with coconuts, sweet potato sets, breadfruit tree cuttings, and yam plantings for the gardens that they cleared on the grass- and shrub-covered slopes of the Nukuhiva valleys.

"There is evidence that the number of people involved was quite large, say two or three hundred at least. This well-equipped fleet of explorers did not come from islands nearby, but all the way from western Polynesia, a distance of about 1,500 miles, bypassing many of the major island groups on the way.

"At present, it seems that the Tonga Islands may have been the home of our *Mayflower* Marquesans, supporting a very ancient legend that claims that archipelago was settled from islands with names exactly like those in the Tonga group."

Theories Upset

Dr. Suggs says that the discovery that the Marquesans arrived from the far west upsets two well-known theories:

- That all the islands of eastern Polynesia were settled by successive migrations outwards from one strategically placed island in the area—Tahiti.
- That all Polynesians are Peruvian Indians who drifted into the Pacific on big balsa rafts and there met Indians from the Canadian North-west coast.

Dr. Suggs believes that several centuries after the early Marquesans had setttled Nukuhiva, Hiva Oa and other islands in the Marquesan archipelago, they probably decided to seek new lands, "ever pushing into the rising sun."

One group of migrants, he thinks, probably occupied Easter Island around 350 to 450 AD—a notion that is supported by the French ethnologist Dr. Alfred Metraux and the German ethnologist Dr. Thomas Barthel, both experts on Easter Island.

Dr. Suggs has reached a number of other interesting conclusions that will give much food for thought to everyone who likes to ponder on the settlement of Polynesia.—RL.

(THE HIDDEN WORLDS OF POLYNESIA. Published by The Cresset Press. 25/-.)



Dr. John Cumpston, who has just produced a valuable reference book for students of Australiana.

BOOKS FOR STUDENTS

A Treasury Of Ships For Pacific Historians

After years of research calling for infinite patience and exactitude, Dr. John Cumpston has produced a reference book on Sydney's early maritime history that Australian and Pacific historians will probably still be thumbing through with gratitude a century hence.

DR. CUMPSTON is a historian in Australia's External Affairs Department in Canberra, but his book is a personal labour of love, done in off-duty hours. In an edition limited to 200 copies, the book, *Shipping Arrivals and Departures, Sydney*, 1788-1825, lists the comings and goings of every ship calling at Sydney for the 37 years after the arrival of the First Fleet.

About 5,000 entries are arranged in chronological order, followed by an alphabetical index.

In the chronological list, each entry gives the dates of arrival and departure of each ship, plus its master, owner, tonnage, crew, port of registry, cargo, ports of call before reaching Sydney and destination on leaving it.

The details are taken only from contemporary sources, and where these disagree, the differing versions are given. In the interests of space, a system of dots and dashes is used to indicate the source (or sources) of each entry. The book is produced offset, from typescript.

Copies of the book are obtainable from Dr. Cumpston, 24 Holmes Crescent, Campbell, Canberra. Prices, post free, are: Within Australia, £2/2/-; overseas, £2/5/-; US,$5.—RL.

ALSO for people in search of information and not entertainment, is *Struggle for Land*, by Dr. H. C. Brookfield and Dr. Paula Brown, both of the Australian National University, Canberra, and well-known in New Guinea.

Struggle for Land is a scientific study of aspects of the Chimbu people of the New Guinea Highlands. It explains their tribal structure and land divisions, their attitude to land and gives much detailed information on their agriculture. The authors consider there is much more scientific work to be done by anthropologists and geographers to illuminate the relationship of Chimbu land and social organisation.

Much of the book would be hard going for the New Guinea layman wanting to know about the Chimbus, but there is much information for the Highlands planters and businessmen willing to make the effort. The authors explain how the traditional exchange economy is under strong pressure from native leaders as the cash economy grows. Traditional valuables have acquired money equivalents and a plume of the red bird of paradise may change hands for as much as £5. The authors also explain what is happening to money earned by Chimbu workers outside Chimbu territory.

But most important is the attitude to land. Territorial boundaries are important to the Chimbus and where boundaries run through closely populated areas they are keenly guarded and any encroachment is contested. Where they run through sparsely populated country it is now the normal practice for a few men to live nearby as boundary watchmen. But these watchmen can now live safely in areas where previously they might have been killed, for the task of defending tribal territory is now relegated to the processes of litigation. The book includes excellent maps of Chimbu tribal and clan territories.

It is published by the Oxford University Press in association with the Australian National University, and sells for 55/6:—SI.

- *Unless otherwise stated all book prices are given in Australian currency.*

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TALE OF EARLY SQUATTOCRACY

The late Miles Franklin was one of Australia's most talented and most mysterious authors but the story of her childhood, published recently under the title *Childhood at Brindabella,* while it might explain the former does nothing to account for the latter.

HER literary reticence is believed to have fallen on her after the publication of her first novel—*My Brilliant Career*—in 1901, in which friends, relatives and residents of the town in which it supposedly was set, claimed to identify themselves with her characters. Although Miss Franklin continued to write under her own name—sometimes at long intervals—she also wrote the Brent of Bin Bin series (*Up Country, Ten Creeks Run, etc.*), although she never acknowledged authorship of them until 1954, the year of her death.

The best-known of her novels of Australian pioneering life was *All That Swagger,* which won the S. H. Prior Memorial Prize in 1936. This noval was based on pioneering history in the area around what is now Canberra and where Miles herself was brought up on family properties.

Her last book—now published almost a decade after her death—covers her first 10 years and is a fascinating and quite delightful account of Australian "squattocracy" life of the late Victorian period. It could, in its time, become a small classic not only of Australian literature but for its portrayal of a period when the virtues of strength of character and the ability to tell right from wrong (without the help of a psychiatrist) were still valued.

It is illustrated with old family portraits which show uniformly handsome, bearded men, and beautiful women. JT.

(CHILDHOOD AT BRINDABELLA. Angus and Robertson Ltd. 25/-.)

Best Of The Paperbacks

RING OF BRIGHT WATER by Gavin Maxwell. Scots, blown away or otherwise, and nature-lovers, will find fascination in this story. Maxwell, a Lowlander takes to the Hebrides, tartan kilt, bagpipes, and two pet otters who share his bed in Highland isolation. (Pan; 7/6.

THE SANDS OF DUNKIRK by Richard Collier. Probably more books have been written about the evacuation of the BEF from Dunkirk in 1940 than about any other aspect of World War II. However, in this story the author has ignored military history and concentrated on the personal experiences of the individuals who were involved. Because they were not all heroes, the book raised a controversy in the UK when first published in 1961. (Fontana; 5/6.)

THE FURNISHED ROOM by Laura Del-Riva. A first novel that captured the notice of the film makers and now has been made into a film by Warner-Pathe (as "West II"). The story is set in the grey wastes of the London districts of Notting Hill Gate and Earls Court—some parts of the latter being known to Australian migrants in London as Kangaroo Alley. Joe Beckett (played in the movie by Alfred Lynch) is one of the tenants of this bed-sitter-land, who "heat tins on gas rings, look at the wallpaper and smuggles girls in past the landlady". (Pan; 5/6.)

A SENSE OF VALUES by Sloan Wilson, best-seller writer of American contemporary life. In this epic-sized novel he shows that in United States, success—this time of the creator of a newspaper strip—can be as dangerous as failure. (Pan; 7/6.)

THE SECRET OF THE KINGDOM by Mika Waltari (*The Egyptian, etc.*). All Biblical, cinerama, full Technicolor and big, big, big, (Panther; 7/6.)

CURE YOUR NERVES YOURSELF by Dr. Louis E. Bisch. If you shy away from people; think sex is revolting; or feel you are a failure, the author has the answer without the help of a psychiatrist. (Crest Book.)

THE GUINEA PIG CLUB by Edward Bishop. The club was formed in 1941 and all members were Air Force patients of Queen Victoria Hospital, East Grinstead, London. This story tells how these men, disfigured in combat, were given new faces, new limbs and new hope by plastic surgeons led by the late Sir Archibald McIndoe. A "doctor" book, with a difference. (Corgi; 5/6.)

DEAR ONES ALL by Jean Rikhoff—a novel that purports to lay bare the animal desires that smoulder within its eight female characters. Despite the wild promises of its cover, the writing is at a sustained high level. (Panther; 7/6.)

Also received in the Fontana series: SHABBY TIGER and its sequel, RACHEL ROSING, both by Howard Spring; THE CONSTANT IMAGE by Marcia Davenport—reviewed in *PIM* when it first appeared in 1960; THIS DESERT PLACE, a novel of Africa by Siefried Stander. Also TEN LITTLE NIGGERS by Agatha Christie; MIGHT AS WELL BE DEAD by Rex Stout; and TIME BOMB by Hartley Howard—all whodunnits. (All at 5/6 except the last two, both 4/-.)

From the Pan thriller and adventure department we have: INSPECTOR WEST LEAVES TOWN by John Creasey; BROWN ON RESOLUTION and PAYMENT DEFERRED, both by C. S. Forester; and DEPARTMENT OF QUEER COMPLAINTS by Carter Dickson. (All 4/- each).

From Corgi Books there are: THE WINTER AFTER THIS SUMMER by Stanley Ellin and THE BLACK, THE GREY AND THE GOLD by Norman R. Ford—both in the "powerful" modern writing-school of American life-with-sex; and DECISION AT DELPHI by Helen MacInnes, which was reviewed in *PIM* several years ago. (All at 7/6.)

Among the oddments there is TARAS BULBA by Robert W Krepps, which is based on a movie starring Yul Brynner and Tony Curtis (from Gold Medal Books; 4/-) THE NINE WRONG ANSWERS by John Dickson Carr—a mystery (Bantam Books; 4/9); MARKED FOR MURDER—a Mike Shane mystery by Brett Halliday (Dell Books; 4/9) and THE BEATS, a cultural collection of poems, stories and social criticism by some American writers (Gold Medal Books; 4/-.)

(Pan and Fontana books from Wm Collins (Overseas) Ltd.; Corgi, Panther and other books from Gordon and Gotch (A/asia.) Ltd.).

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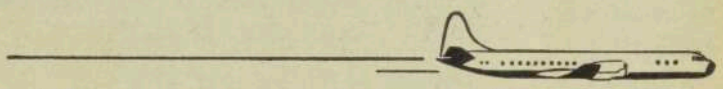
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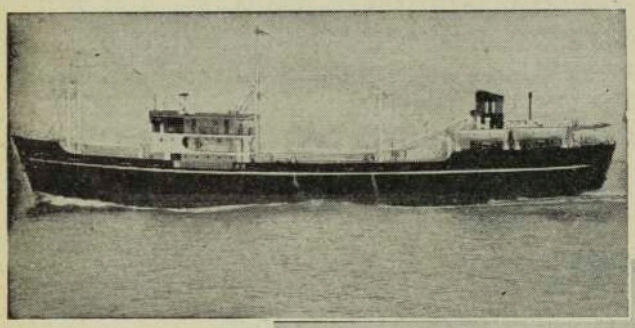
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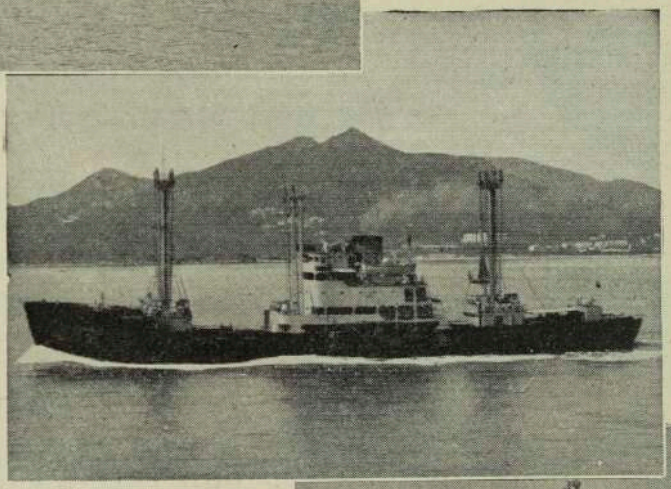
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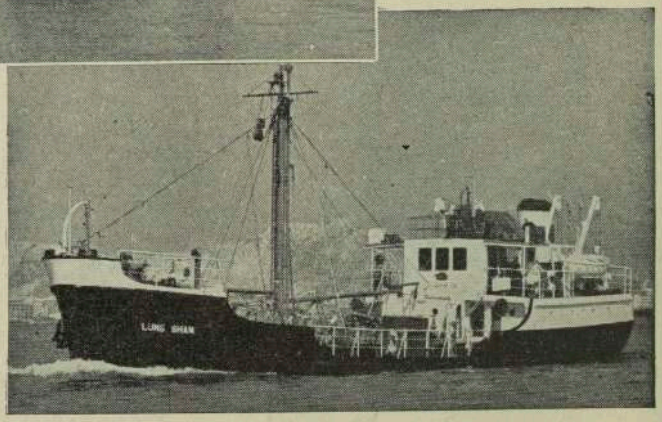
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Left: M.V. **"TARAWERA"**, all refrigerated motor cargo vessel built for the Union Steam Ship Co. of New Zealand Ltd.

Right: "LUNG SHAN", one of two bunkering vessels built to the order of Shell Tankers Ltd., for use in Hong Kong, supplying fuel and lubricating oils to ships at harbour moorings.



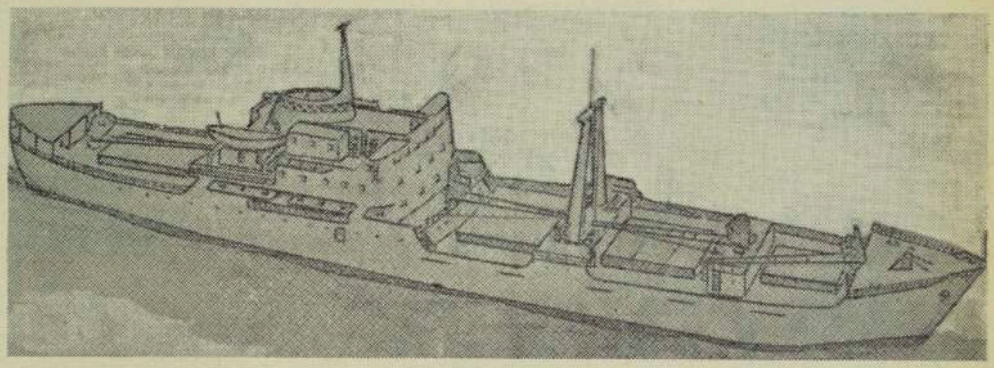
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Pacific Shipping And Cruising Yachts



An artist's impression of the new Burns Philp cargo vessel which will replace the "Malaita".

WORK BEGINS ON NEW BP SHIP

Work has begun in the Newcastle State Dockyard, NSW, on the building of the new Burns Philp cargo vessel which will replace the *Malaita*. It is hoped she will be in service by May, 1965.

PIM announced in July that the vessel would be built for the Australia-New Guinea service, and would be the first ship to be built in Australia for Burns Philp. The last vessel to be built for the company was the *Montoro*, in Norway. The *Malaita* was built in Scotland in 1933.

About nine overseas tenders were received for the new vessel including tenders from Germany and Hong Kong.

Contract price at Newcastle will be a little less than £1.4 million, including the Commonwealth Government subsidy, Burns Philp will pay about £989,000.

Some of the overseas tenders are understood to have been lower than the Newcastle price.

The order for the ship averted the need for retrenchments at the State Dockyard. There should be full employment there while the ship is being built. Three other ships are already under contruction at the Dockyard, including the RAN hydrographic survey ship to be named HMAS *Moresby*.

The new Burns Philp ship has been tentatively named *Ela*, but there is a chance another name may be selected before the ship is ready for launching.

Her length will be 333 ft, beam 50 ft, with a moulded depth of 28 ft 6 ins.

She will be 3,600 tons deadweight, and have a refrigerated cargo space of 8,700 cubic ft., together with a tank to enable her to carry edible oils. The tank can carry dry cargo if oils are not available.

The new vessel will have a crew of 41, including six engine-room officers and four pursers. She will be air-conditioned.

No decision has been made on the future of the *Malaita*, which carries passengers as well as cargo, but it is probable that she will be sold. Captain Brett Hilder is master of the *Malaita*.

● NORWEGIAN WRECK SOLD: A Fijian syndicate, Vatoa, Namuka and Vuanerewa, whose names have a distinctly Lauan ring, has bought the wreck of the Norwegian freighter *Ragna Ringdal* for £500. The wreck, which is in five pieces, was offered for sale by tender.

Almost everything from the wrecked freighter, which grounded on a reef near Vatoa Island in the Lau Group on November 28, had been sold by the end of August.

● FIRST COPRA SINCE HURRICANE: Two overseas cargo vessels—the *Trentbank* and *Michalios*—called at Tonga in July to load copra. The *Trentbank*, took 400 tons from Vavau, 300 tons from Ha'apai, and 600 tons from Nukualofa. The shipments from Vavau and Ha'apai were the first for overseas ports since the 1961 hurricane.

The cargo lifted by the *Michalios* comprised 1,000 tons of copra for Colombia and 2,000 tons for Venezuela.

In The News This Month

Aegaean	Meridian
Aolele	Michalios
Apanui	Moresby, HMS
Aruligo	Nordlys
Asahi Maru No. 8	Pilot No. 1
Awahnee	Ragna Ringdal
Bodmer	Rangitane
Chusan	Sari Marais
Cook, HMS	Seawyf
Coral Anne	Siesta
Cythera	Siren
Ela	Solo
Esmeralda	Staghound
Hugh Smith	Sta-Reta
Hunakai	Taveuni
Ipara	Te Vega
Kalona	Ticonderoga
Koae	Tofua
Kylie	Trentbank
La Reta	Trinui
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PACIFIC SHIPPING

● GAY REGATTA: Bikenibeu, in the Gilbert Islands, was a scene of gaiety and activity on the afternoon of July 20 when the second annual regatta was held. Speedboats, sailing boats and the extremely swift Gilbertese outrigger canoes took part. The Marine Superintendent, Captain G. Douglas, judged the events.

The 40 members of a Betio brass band, in royal blue tunics and white sulus, cruised up and down in a launch, playing music for the sports.

An interesting feature was the opportunity for comparison between conventional sailing dinghies and sailing canoes. It was well known that Gilbertese sailing canoes had a remarkable turn of speed, but it was thought that the complicated manoeuvre of going about would lose them any contest on a triangular course such as the one at Bikenibeu.

However, although not participating in the same races, the time for the canoes over the course indicated that even on a triangular course, the canoes had an edge on conventional craft.

● UP FOR SALE: Tenders were called in July for the purchase of the 45 ft Cook Islands auxiliary ketch *Siren*, which was wrecked on the reef at the entrance to Rarotonga's Avatiu Harbour about 7.10 p.m. on July 12. She is owned by Don Silk and Bob Boyd of Rarotonga.

The ketch was carrying a cargo of 1,200 cases of tomatoes from Atiu and Mangaia when she went aground. Also on board was a desperately ill woman from Mangaia—a stretcher case requiring urgent medical attention.

During the 110-mile voyage from Mangaia to Rarotonga, the woman began to haemorrhage badly, and skipper Don Silk's main concern was to get her to Rarotonga Hospital as fast as possible. This was his undoing.

At 6.30 p.m. on July 12, the woman took a turn for the worse off Avatiu, and Silk asked by radio for a doctor and an ambulance to meet the ketch on arrival. He then nosed the ketch towards the harbour entrance, which is unmarked by lights.

The night was dark and moonless, the sea was calm, and no surf marked the edges of the reef. Despite this, Silk took a chance—and lost.

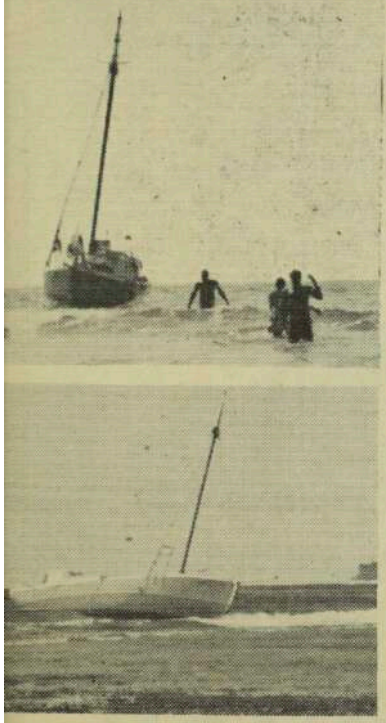
The keel bumped gently on the reef, and following waves carried the ship further on to the coral, where she stuck fast.

A Union Steam Ship Company launch tried to come alongside to take the patient off, but the swell and the *Siren's* position made this impossible.

Silk and his two crewmen then got the *Siren's* dinghy overside, but before they could lower the sick woman into it, it was swept away into the darkness with one of the crew on board.

The woman was finally landed about 8 p.m. in a boat commandeered by Mr. Brian White, of the Cook Islands Trading Company, who lost his 26 ft cutter *Margaret* on Mitiaro's reef on a similarly dark night in September, 1960.

At the hospital, the sick woman



Two views of the ill-fated ketch "Siren" on the reef at Rarotonga. The top one was taken by W. H. Percival, and the other by C. Russell.

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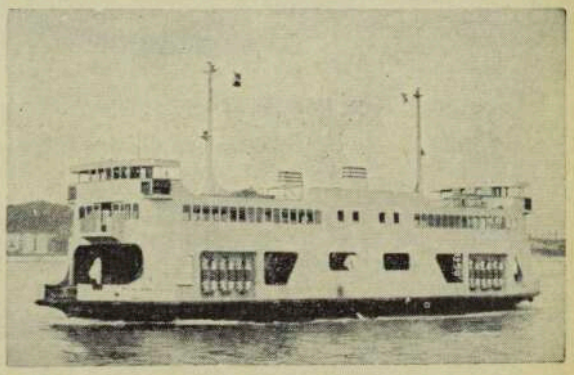
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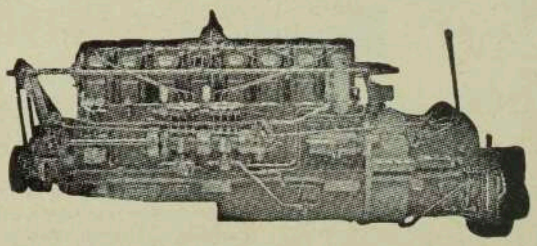
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was given blood transfusions, and three days later was reported to be off the dangerously ill list.

Willie Tuara, the crew member who had been swept away in the dinghy, ended up on the reef. He escaped injury, but the dinghy was smashed.

Next morning an attempt was made to tranship the *Siren's* cargo to lighters, but this proved to be impossible and the cases of tomatoes had to be floated from the wreck.

Empty 44-gallon drums were placed in the *Siren's* hold and engine room to give buoyancy, then two tugs of the Union Steam Ship Company attempted to tow her off. The attempts failed as the tugs were too small for the job.

The only other vessels in port, the *Taveuni* and *Apanui*, were both capable of doing the job, but both, unfortunately, were out of action.

An inspection of the *Siren's* hull two days after the grounding showed that the keel had been torn off and the hull extensively damaged. She was then looked on as a "write-off" and soon afterwards was put up for sale by tender, as is and where is. Her owners had insured her for a small sum.

The *Siren* was built by Charles Whippy, of Fiji, and was originally owned by a Captain Grey, of Fiji. In 1951 she was chartered from Captain Grey by a syndicate interested in using her for inter-Cook Islands trading voyages.



DRIFTER: A group of natives has lodged a claim for £2,000 for salvaging the 25 ft. launch "Coral Anne" which drifted 500 miles from Samarai to the Duke of York Group recently (see p. 101). The "Coral Anne" is seen here tied up at Rabaul after her long drift.

She arrived at Rarotonga in March, 1951, and was wrecked several months later on Rarotonga's reef, less than a mile from the spot where she now lies.

She was then bought by a Rarotongan group and for many years she lay badly damaged outside Mr. D. C. Brown's store on Avarua's waterfront.

Early in 1961, visiting yachtsmen Don Silk and Bob Boyd bought the vessel, and after several months of very hard work, they got her ready for sea.

Two days before the *Siren* was wrecked again, the *Cook Islands News* announced that Mesrs. Silk and Boyd would take delivery in February or March next year of a new vessel which is being built for them in Hong Kong.

The ship is one of three new classified vessels for the inter-Cook Islands trade. From next year, they will be the only ones permitted to operate in the Cook Islands under the shipping policy adopted by the Cook Islands Assembly last year (*PIM*, Nov. 1962, p. 111).

Licences for the other two vessels have been granted to A. B. Donald Ltd. and Mr. D. C. Brown. Donald's vessel is expected to be delivered in November. Mr. Brown's was expected in August.

Donald's vessel has been bought in Holland. She has an overall length of 111.5 ft and a beam of 20.7 ft. Her speed, laden, is given as eight knots.

Mr. Brown's ship is the MV *Bodmer*, which was built in 1952 and has cabin accommodation for 15. Her net tonnage is 135, overall length 126 ft, beam 25 ft, and speed nine knots. The vessel was in Jamaica in June.

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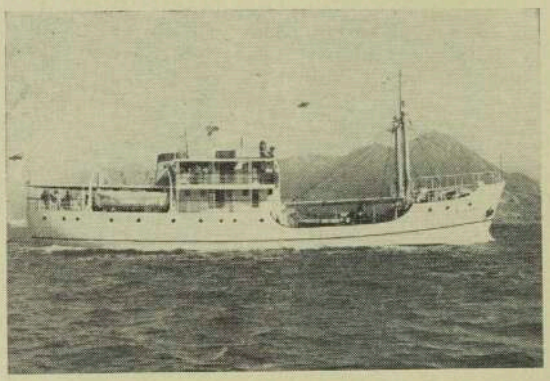
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PACIFIC SHIPPING

● BOTTLE'S LONG DRIFT: A bottle dropped into the sea off the Galapagos Islands from the Chilean Navy cadet vessel *Esmeralda* on April 19, 1962, was washed up recently on the eastern coast of Waya Lailai, Yasawas, Fiji, about 4,500 miles away.

A note in Spanish in the bottle said the finder would "earn the gratitude and appreciation of all mariners for his assistance in a study of ocean currents" by notifying the Chilean War Department of Navigation and Hydrography of the discovery.

The finder was Epeli Lailai, a fisherman, of Namara Village, Waya Lailai, who took the note and bottle to the Lautoka office of *The Fiji Times*. *The Fiji Times* has written to the Chilean authorities about the discovery.

● FIJI CRUISE: The 22,000-ton New Zealand Shipping Co. liner *Rangitane* will visit Suva and Lautoka in the course of a Pacific cruise from Auckland at the end of the year. She is due at Lautoka early on December 27, and is scheduled to leave the same day for Suva.

Lautoka people, encouraged by the success of the visit of the P and O-Orient liner *Chusan* on July 30, immediately set in train proposals to have the *Rangitane* stay longer so that passengers could cruise to the nearby Malolos and Yasawas. They asked the company to have the Suva overnight stay cut out on December 28, and allow the ship to remain at Lautoka for the night on December 27. The present schedule is for the *Rangitane* to stay at Suva overnight on December 28 and 29.

● NATIVES CLAIM SALVAGE: A group of natives has initiated a claim for £2,000 for salvage of the 25 ft launch *Coral Anne*, which drifted on a reef in the Duke of York Islands near Rabaul in late July.

A spokesman for the Public Solicitor's office, which is acting on behalf of the natives, said in Rabaul later that the salvage claim had been made by four natives on behalf of "a number of others".

He said the claim would be served on the Administration's Receiver of Wrecks in Rabaul, who was in charge of the vessel until the matter was cleared up.

The *Coral Anne* was found at Kerawarra Island, Duke of York Group, after drifting from her moorings at Samarai about 500 miles away.

Some copper sheeting lost on the reef there was apparently the only damage. See photograph p. 99.

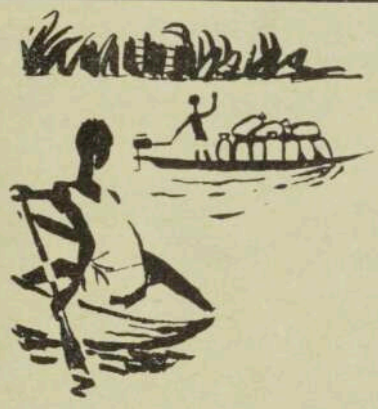
● PLEASURE CRUISE: *La Reta*, an Auckland-owned pleasure craft, arrived at Suva on July 26 for a cruise in Fiji waters. On board for the cruise were the owner-skipper, Mr. C. I. Millar, an Auckland shipping manager, and 10 passengers.

Soon after her arrival at Suva, *La Reta* made a cruise to Kadavu, and returned a few days later for refuelling, etc., before taking off for the Lau Group.

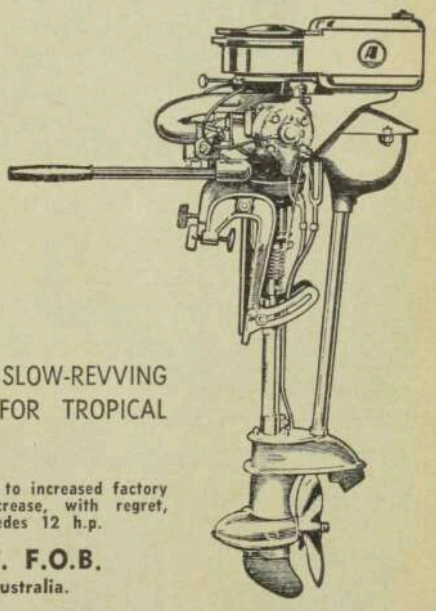
La Reta is a Fairmile which has 10 two-berth cabins. She is powered by two eight-cylinder Gardner engines, which give her a cruising speed of 11 to 12 knots. Mr. Miller bought her from a Cook Islands company.

● SAILIING AGAIN: The 100-ton Japanese fishing ship *Asahi Maru No. 8* which went on a reef near Sigatoka, Fiji, 18 months ago, sailed again on July 21—from a Sigatoka lagoon to Suva. Now owned by a syndicate headed by Mr. Barry Philp, the *Asahi Maru No. 8* is for sale. Two prospective overseas buyers are interested.

Captain Stan Brown, owner of the



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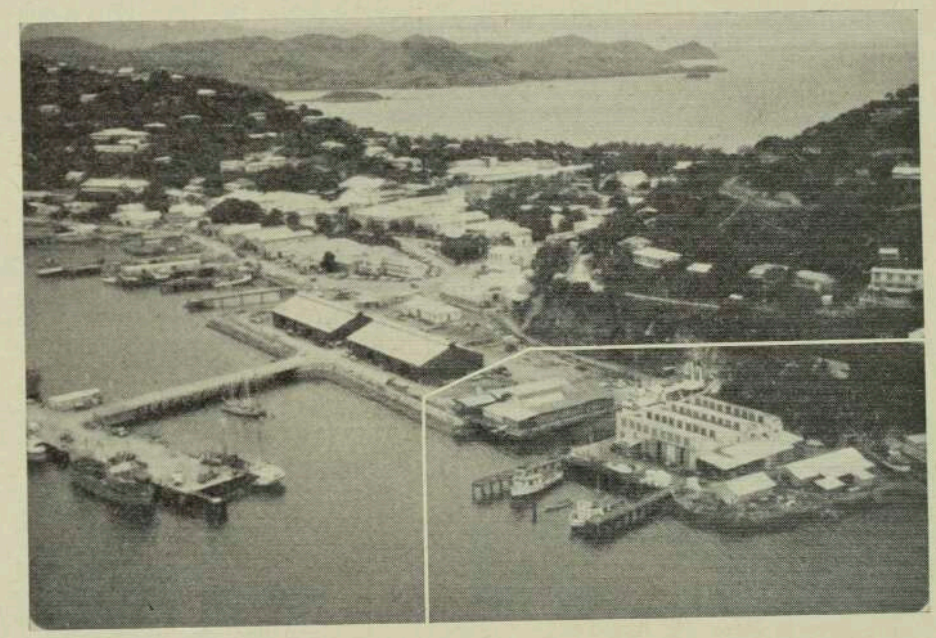
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PACIFIC SHIPPING

Maroro, was in command of the *Asahi Maru No. 8* on her 70-mile voyage from Sigatoka. Mr. Philp also made the voyage, and stood forward proudly puffing at a cigar as the ship made her way up Suva Harbour to a berth.

● FOR THE SOLOMONS: Two additions to the Protectorate fleet are expected to be delivered to the Solomons in October or November. They are the *Aruligo,* a 38 ft launch, and the *Vonu,* a 66 ft landing craft. The *Aruligo* will have two Thorneycroft engines, a speed of 15 knots, and will be capable of carrying 12 deck passengers. The *Vonu* is being built at the Thames Barge Works. She will have two Gardner engines and will be able to carry a cargo of 40 tons deadweight.

● NEW SURVEY SHIP: The Royal Australian Navy's new survey ship, HMAS *Moresby,* which cost £2 million, will be launched at the Newcastle State Dockyard on September .

HMAS *Moresby,* of 2,300 tons, is the RAN's first ship designed specially for survey work, and will rank among the most advanced vessels of her kind in the world.

Moresby is due to be completed and commissioned in March. Her survey work will begin almost immediately.

● TENDERS CALLED FOR WRECK: Burns Philp (South Sea) Co. Ltd., of Apia, called tenders in August for the purchase of its cutter *Aolele* which ran aground on the reef at Swains Island, American Samoa, on July 23. (*PIM,* Aug. p. 8.)

The *Aolele* was returning to Apia from Fakaofo, in the Tokelaus, when she went aground at about 3.30 a.m. with Captain John Jones and a crew of nine. Captain Jones reported that visibility was bad because of heavy rain. The captain and crew got safely ashore at daylight.

The Apia Harbour Master, Captain H. Moors, and Mr. August Hansell, of Burns Philp, left for Swains Island in the new pilot vessel *Pilot No. 1* that night and brought the crew back to Apia. Captain Moors was reported as saying that any salvage job on the *Aolele* would be expensive and uncertain.

It was later announced that the successful tenderer for the *Aolele* was James P. Curry Shipping Service.

400-TON REPLACEMENT FOR 'POLURRIAN'

The Bougainville Company in August was reported to have purchased a replacement for the "Polurrian", which foundered between Sohano and Rabaul in March, with the loss of 53 lives. The replacement is of 400 tons and will be sailed from Norway.

Since the loss of the "Polurrian" there has been a big bank-up of cargo in Bougainville ports, and planters have been using any ship available to help lift it.

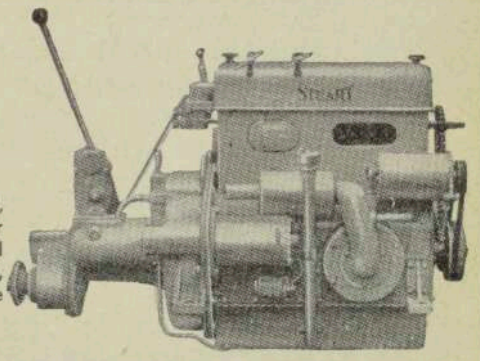
● OCEANOGRAPHY IN THE GILBERTS: Undercurrents in the Gilberts (ocean type, not political) have been creating great interest lately. Aboard HMS *Cook* during her recent survey cruise in GEIC waters was oceanographer Dick Stroup, of America's Johns Hopkins University, investigating the Cromwell Current which flows to the east with its core about 100 metres below the westward-flowing South Equatorial Current.

Mr. Stroup has a particular interest in the undercurrent, having taken part in some of the earliest investigations

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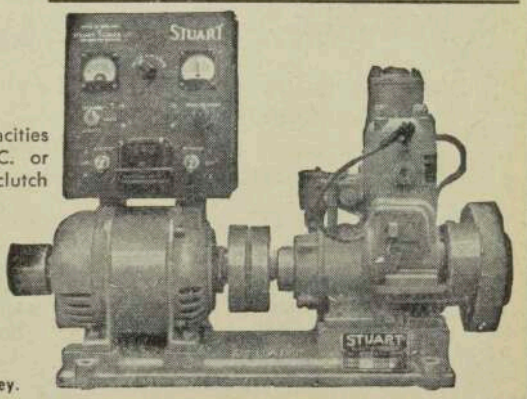
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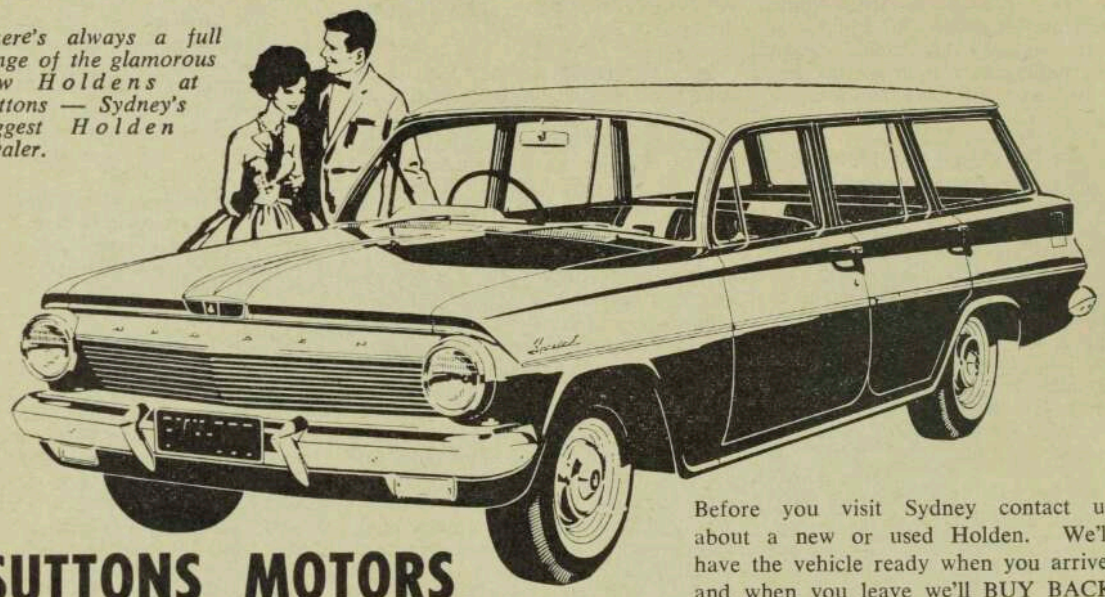
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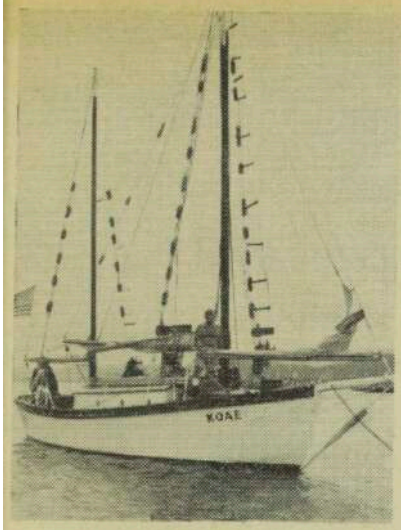
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"Koae", 30 ft. ketch from Seattle, which has been in Suva recently.
Photo: Stan Whippy.

when its existence was established by the US Fish and Wildlife Service vessel *Hugh Smith* several years ago.

HMS *Cook* visited Tarawa from July 11 to 15.

● BOAT LOST: An RNZAF flying boat from Fiji made an unsuccessful search in mid-August for a 17 ft. sailing boat, with seven people aboard, which failed to make the 28-mile crossing from Manihiki to Rakahanga in the Northern Cook Islands.

● DEEP WATER WHARVES FOR WESTERN SAMOA: Western Samoa's Harbour Advisory Committee decided in late July that wharves should be at Asau, Savaii, and at Matautu, in Apia.

The decision was taken after consultation with Mr. R. B. Gittins, senior vice-president of the Merritt-Chapman Scott Corporation, of New York. The Matautu-Pilot Point site was chosen for Apia because it will be the cheapest to build, and the Asau decision follows the recommendation of a United Nations economic report (*PIM*, June, p. 33).

Plans envisage the building of a complete town at Asau. At Apia 12 acres of land will be reclaimed for 600 ft. wharf to accommodate two ships of the size of the *Tofua*.

Mr. Gittins is now back in New York arranging finance from a New York bank and preparing final plans for submission to the Samoan Government, probably within two months. Financial arrangements are expected to be based on a loan repayable over 25 years.



Cruising Yachts

● *AEGAEAN*, Mr. C. D. Nordlund's 38 ft ketch, left Suva in the last week of July to continue her cruise to New Caledonia and Australia. Mr. Nordlund, of Vancouver, is sailing with his wife and two young daughters. (*PIM*, Aug. p. 103).

● *AWAHNEE*, 52 ft American cutter, which spent many months in the South Pacific in 1961, completed a trip round the world in July when she took part in the trans-Pacific yacht race from Los Angeles to Honolulu, finishing sixth in Class "B". On board were owner-skipper Bob Griffith, his navigator-wife Nancy, his son Reid Higgins, and five crew members, Bob Green, Sparky Putzker, Bill Smith, Jim Shearston and Mike Johnson.

Awahnee left Honolulu on her round-the-world cruise in October, 1961. Her first stop was Tahiti. During the cruise, she sailed 30,000 miles, had 156 different anchorages and spent 273 days at sea.

● *CYTHERA*, Peter Fenton's much-publicised Sydney yacht that was stolen from Lord Howe Island last April, was in the news again recently when a Supreme Court writ was issued against her in Sydney claiming £10,000 for salvage.

The writ was issued on behalf of the owners of the MV *Colorado del* Mar. It claimed that on April 17 at Norfolk Island, the *Colorado del Mar* had discontinued unloading operations and had put to sea to recover *Cythera* from people who had unlawfully removed her from the owner's control. The writ also claimed that the *Colorado del Mar* was damaged by impact with the *Cythera* during salvage operations, and loss of time and expense were incurred by the owners.

● *HUNAKAI*, 36 ft Block Island ketch, was due to leave Suva about mid-August for the New Hebrides, BSIP and New Guinea with Mr. H. M. Christopher and family, who began a voyage round the world from San Pedro, California, in July, 1962.

● *IPARA*, a 16-ton ketch, sailed from Poole Harbour, Dorset, England, on August 4 on a round-the-world voyage via the West Indies, Panama and the South Pacific. Owner and skipper of the ketch is Mr. Donald Dalby, 49, a retired Nigerian Government officer. The crew comprises four young bachelors and Mr. Dalby's daughter Paula, a 17-year-old pop singer. *Ipara* will visit out-of-the-way places to record folk songs.

● *KOAE*, Mr. C. B. Taylor's 30 ft ketch from Seattle, was still in Suva in early August with no immediate plans to move on. Also in Suva at the same time, similarly marking time, were Terry Dalton's 30 ft *Lobo del Mar* and John Goetzche's 32 ft ketch *Valkyrie*.



"Valkyrie", photographed in Suva by Stan Whippy.

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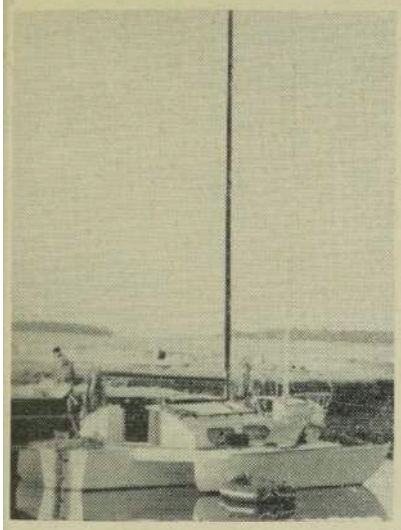
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PACIFIC SHIPPING



"Trinui", a 30 ft. trimaran, tied up in Nukualofa in July after heavy weather had forced her back on a cruise to New Zealand.—Photo: I. T. Simmons.

● *NORDLYS*, 71 ft American schooner, which is well known in the South Pacific, will be seen below the Equator again soon. *Nordlys* is now owned by Lt.-Col. Harold Palmer who brought her from Astoria, Oregon, in June in just under 14 days under cruising rig. Palmer is planning to cruise and race her in Hawaii and also to make a South Seas cruise in the near future.

Nordlys was once owned by Omer Darr and Robert F. Johnson, but she was seen in the South Seas early last year under the ownership of E. W. de Koning. She was put up for sale in September last year after returning to Honolulu from Auckland.

● *TE VEGA*, the big schooner that Omer Darr made a familiar sight during her short-lived Hawaii-Tahiti passenger trade, has been bought by Stanford University and is being used as floating headquarters for scientists making an oceanographic study in the South Pacific and Micronesia. She left Honolulu on August 3 for the South Pacific, and reached Suva towards the end of the month. She sailed for Rabaul on the 27th. Her eventual destination is Singapore.

● *TIGONDEROGA*, first to finish in the 1963 trans-Pacific yacht race (Los Angeles to Honolulu), has been bought by Robert F. Johnson, former owner of *Nordlys*.

Astor, the 73 ft Australian schooner, owned and skippered by Peter Warner, of Cammeray, New South Wales, finished fourth in Class "A" of the race. Thirty-two yachts took part.

● *TRINUI*, Alexander Grimes' 30 ft trimaran, which left Rarotonga for Auckland on May 28, was forced to backtrack to Nukualofa on June 22 after reaching a point less than 200 miles from New Zealand. *Trinui* was forced back by heavy westerly gales and a shortage of food. She was expected to resume her voyage about July 20 and to reach Auckland early in August.

Trinui left Southampton on November 10 last year with 21-year-old Alex Grimes, a former chief officer with the Northern Steam Ship Company, and Roy Garside as crew. Stops were made at Panama, Tahiti and Rarotonga.

Trinui is made of 5/16th marine ply. Her port float was damaged in a storm before she reached Rarotonga, but was repaired there. According to the *Cook Islands News*, Grimes and Garside noticed a considerable drift off course on the whole voyage from England.

● *SARI MARAIS*, 45 ft yacht, left Suva on August 3 for Beqa Island, with skipper Royce Hubert, of Portland, Oregon, who is on a round-the-world cruise. From Beqa Mr. Hubert was planning to go on to the New Hebrides, New Caledonia and Australia (*PIM*, Aug. p. 107).

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PACIFIC SHIPPING

● *SEAWYF*, 16-ton Canadian yacht skippered by Mr. W. Rudolph, of Vancouver, was due to leave Suva about mid-August after a six-week stay. Her last reported plans on leaving Fiji were to visit New Caledonia and Brisbane, and to return to Canada after about four months in Australia. (*PIM*, Aug. p. 108).

● *SIESTA*, 35 ft cutter, reached Lord Howe Island from Brisbane on July 10 en route to New Zealand. She was anchored in the lagoon for nearly a week before moving on.

Last October, *Siesta* made a hazardous voyage from Noumea to Brisbane with a crew of six New Zealanders. (*PIM*, Nov. p. 119.) Her owner-skipper is Colin Piesse.

● *SOLO*, 57 ft Sydney yawl, was due to leave Papeete for Pago Pago and Apia on July 23 after spending several weeks in Tahiti for the Bastille Day festivities. Our last report of *Solo* was from Rarotonga where she arrived en route from Sydney via Nukualofa on June 26.

Solo is owned and skippered by Vic Meyer, who said in a note to *PIM* from Papeete that he had taken on an all-girl crew for his trip to the Samoas. The girls are Helen Waters and Sue Devenish-Meares, both of Sydney. Helen Waters was previously a crew member of *Kalona* which reached Hawaii on June 22.

● *STAGHOUND*, Paul Hurst's 40 ft. ketch, last reported in the Trobriands, reached Den Pasar, Bali, in July. In a note to *PIM* from Bali, Paul said: "After the Trobriands, we spent a while at Samarai and Sariba Islands visiting the Staffords (of the yacht *Meridian*) whose whereabouts we learned through *PIM*. Then we poked along regions of Papua, where we were the first yacht, to Port Moresby. En route here we had a couple of weeks in the Torres Straits and at Thursday Island, and a week at Dili in Portuguese Timor. Harry Fink, who owns the *Kylie*, of Sydney, signed on at Port Moresby and will continue for a few more months."

● *STA-RETA*, 40 ft twin screw motor sailer, arrived at Suva on July 13 from Auckland after an eight-day journey. Owner Richard King, a member of the Royal New Zealand Yacht Squadron and of the Royal Akarana Yacht Squadron, described the journey as "not very pleasant'. Apparently the weather was not all he hoped for.

Sta-Reta is a luxury yacht, built in 1951 to the design of Wellington naval architect, Athol Burns.

She is ketch-rigged and equipped with an electric winch, a Bendix automatic pilot, depth recorder, radio telephone, rock gas (instead of primus stove), and a refrigerator which is worked from one of the two 16 hp Liston engines. The engines, incidentally, can push the *Sta-Reta* along at 8 knots flat out.

Mr. King had on board Tom Buchanan as navigator, and C. Noonan, a Culverden (NZ South Island farmer) and P. Gardiner, of the RNZAF (Wigram), as crew. Buchanan won the Auckland-Suva yacht race in 1956 in the *Wanderer*. These men later returned to New Zealand.

After a cruise through the Fiji Group with well-known Fiji yachtsmen Don Lane and Alf Lee, Mr King planned to return to Suva for the South Pacific Games.

● *TAHITI*, 30 ft ketch with skipper Lorin Smith and Leo Wayshner arrived in Rarotonga from Honolulu via Papeete at the end of June. The ketch left Honolulu early in March.



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Territories TALK-TALK

It is a natural corollary for Papuans and New Guineans who have attained a higher degree of education in our own arts and culture to contribute "Letters to The Editor" of local and/or Australian newspapers.

With Tolala

CYNIC that I am, there are times when I suspect some letters are the hand of a New Guinean, yet the voice of a European counsellor, be he mission, commerce or even Adminstration.

Be that as it may: Some good viewpoints have been advanced in some of these letters, and the best that has caught my eye was from one, Patrick Tomausi, who claimed he was a student at the Post and Telegraph School, Port Moresby.

The letter appeared in the Sydney *Daily Telegraph* (9/8/'63) and joined issue with a J. J. Thompson, of Wagga, who contended that if P-NG became Australia's Seventh State "the natives would become eligible to move by the hundreds of thousands into Australian big cities to create vast swarming black slums."

Wrote Tomausi: "My people do not even like to move to the noisy cities, where there are lots of crimes and evil deeds performed every day. We prefer to remain on the peaceful islands of the Pacific . . . . We have no fear to remain as Papuans and New Guineans. We are very proud to stay in our peaceful islands".

In those few simple words Tomausi has presented a viewpoint which discards the opinion, held by the majority of Do-Gooders and De-Segregationists, that the ultimate goal of the primitive is to partake of the modern amenities provided in the cities of the "educated", sophisticated Europeans, who do not realise that any other sophisticated and highly-educated individual could desire anything else.

How wrong is that opinion!

"We prefer to remain on the peaceful islands of the Pacific."

Is there anything decadent or non-progressive with such a desire?

Did not the refugees from Tristan da Cunha, deported to the civilised areas of Britain not long ago, signify the same desire and were they not eventually returned to their isolated homeland?

Have the New Guineans ever been consulted as to whether they desire independence and self-government? They have been presented with a *fait accompli*. It has been a question as to *when* they desire independence, not *if* they should have it.

The present global trend toward anti-colonialism has forced the Australian Government into an attitude of conformity with this trend, quite irrespective of the natives' own wishes.

Artifacts Are Popular

IT would seem that New Guinea native handicrafts are coming into their own—locally—at last. A Sydney newspaper reviewer recently refers to an exhibition of "Melanesian Art" as making an "impressive display."

Not so long ago a Sydney doctor was charged with exhibiting in an art shop he owns an "obscene statue" which proved to be a carving from the Sepik area. (He was acquitted.) Apparently to Sydney viewers primitive carvings have just that *avant garde* quality which tickles their appetites, while the blue-nose censors find it difficult to distinguish natural primitiveness from modern obscenity.

They ignore the fact there are two distinct yard-sticks by which to judge these displays: Realism of the moral primitive or the erotic-minded modern.

The latest boost to native workmanship comes from Mr. Angus McBean, of the South Pacific Commission, who has made the discovery that for the Buka basket (which has long been a popular receptacle in the Territory for carrying anything, from the day's shopping to a gurgling babe) "a good market exists in Australia and the Pacific area . . . ."

Now that this particular item has received the imprimatur of an SPC official (the SPC is going to produce a handicrafts booklet—see *Tropicalities*) one may expect this line may be seriously developed.

Let us hope that with stepped-up production the original excellent quality of the basket is not sacrificed for quantity, nor the standard of workmanship allowed to deteriorate, which is too often the case in this monetary age.

The manufacture of cane furniture is another item that I hope Mr. McBean has investigated. It may not be so aesthetic as the modern tubular steel structures that adorn the homes today; nevertheless, it has played an important part in furnishing many a domicile where economy (old-fashioned phrase, I know) was practised.

New Guineans are expert workers with *kanda*. There are ample supplies of raw material and nimble native fingers, with some technical "expertisation", could produce a profitable industry.

And a word on the tortoise-shell trade: New Guinea, as with other South Pacific areas, was once famed for this kind of work.

The Matupi Islanders (near Rabaul) were noted at one time for the artistic tortoise-shell finger rings, with inlaid silver and/or gold designs and names.



HER BIG DAY: It was a big day recently for 11-year-old Andrea Emery, of Rabaul, when she "flew up" from Brownies to Guides. Pictured here in a ceremony conducted by resident trainer Miss Margaret Sims, Andrea is seen being welcomed into the Guides by Elizabeth Donald. Andrea is the daughter of Sub-Inspector Emery, of Rabaul Police.

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It was an art passed down to them by the first Samoan missionaries, who came to the Colony with Dr. George Brown and Benjamin Danks. This art later developed into the production of tortoise-shell cigarette cases, jewel boxes, bracelets, paper knives and so forth.

The silver and gold was obtained from melted down coins—a preference being shown for British shillings, as the sliver content was higher than the German mark.

Mr. McBean probably didn't see any tortoise-shell work else he would have appreciated the potential of such a line.

And what of the sea-shells (cleaned with muriatic acid) for ash-trays, lamp shades and other ornaments?

What of the ropes of iridescent green beetle-legs for necklaces and dress trimmings? (One planter made a tidy sum from supplying a big Sydney retailer with supplies.)

And what of certain native seeds —red and black and blue—that made exotic-looking necklaces and lasted a lifetime?

Over to Mr. McBean to help find some new sources of revenue for New Guinea's future economic stability, and something different from the controversial, much publicised Sepik carvings.

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Death of Two NG Oldtimers

IT was a shock when I read of Ernie Britten's death. I first met up with him in Rabaul following the Nakanai massacre in 1926, when he was one of the survivors of that ill-fated prospecting venture.

Afterwards, and for many years, he was in charge of the Administration labour compound in Rabaul, taking over from Harry Darby, who had resigned from that job to seek his fortune on the Morobe goldfields.

The name "Masta Darby" was a title which Ernie bore for many a year, conferred on him by the Compound labourers. Many a court case I listened to in Rabaul when Ernie was court interpreter.

He had a fluent knowledge of Pidgin-English, as spoken by many of the various tribes. In post-War 11 years he did good work in the Native Affairs Dept. as District Officer, Magistrate and Adviser before he retired. Ernie was a man of whom I have never heard an unkind word spoken. He was a fine character and leaves a host of friends.

[Incidentally, NG oldtimer J. M. Bourke, now of Nambour, Queensland, writes to say that Jack Thurston was not a survivor of the Nakanor massacre, as stated in August *PIM*, p. 129. He says Jack Thurston was not among the party attacked. The two survivors were Ernie Britten and "Blue" Nicholls. Nicholls, too, is dead.]

It was from his son, Hallen Evans who is secretary of the Retired Officers' Association of P-NG, that I heard of the death of his father, H. Bielby Evans, who died on July 19.

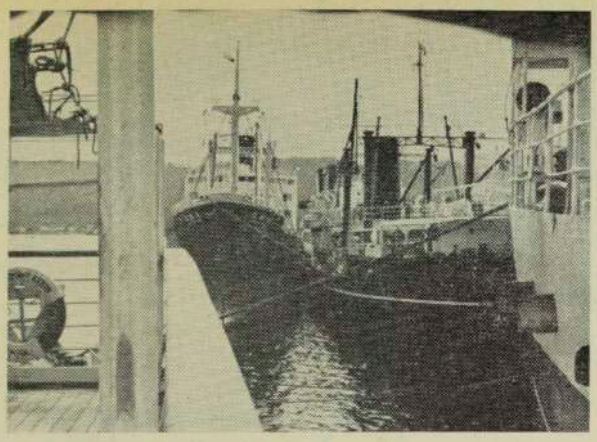
Bielby Evans, who was born at Semaphore, SA, in 1888, was educated at St. Peter's College, Adelaide, and subsequently qualified as an accountant and secretary and practised some time in Sydney before going to New Guinea in 1921 as chief accountant for the Expropriation Board. After a short period there he resigned to establish a private practice in Rabaul. Later he engaged in trading in Buka, returning to Australia before World War II.

Hungry Moresby

PERHAPS that is not quite a fair charge to lay against the Port itself—as a port, though actually in pre-war days it was never anything else but a dry, unbeautiful seaport, acting as a facade for government control.

Since the amalgamation, however, there has ever been a tendency to centralise the cogs of the Establishment Machine in the old Papuan

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TIGHT SQUEEZE: It was a tight squeeze on the Rabaul waterfront recently when four ships occupied the only two berths. The ships (from left) were the "George Anson", "Shinei Maru", "Chengtu" and "Nessbank". "This picture," our correspondent says, "illustrates the need for more berthage at Rabaul."

capital. Primarily, one assumes, because it is Australian territory by its own rights, and not held under a trusteeship from the United Nations.

Some long-visioned legal eagle may have advanced some particular reason for this in the event of New Guinea reverting to native ownership. It is not the usual custom for a tenant to make appreciable amounts of capital expenditure on property of which he has a tenancy for an unknown period.

It's somewhat surprising that these Afro-Asian members of the UN, when having their annual "pick" at Australia over its NG report, have not raised the question of this pronounced centralisation of government buildings in Port Moresby which utilises so much of the oft-vaunted millions of pounds' annual grant "for native welfare."

The grant was recently described to an AAP-Reuter correspondent by a senior Administration official, when commenting on the latest £25.25 million grant for P-NG, as "manna from heaven—a terrific uplift to the Territory."

There is little wonder that such a well-informed Territorian as Ian Downs, when giving evidence at the higher education inquiries, made a strong plea for the establishment of a university at Goroka.

"It is a fact," Ian Downs said, "that New Guineans felt that Papua, especially Port Moresby, had been allocated too great a proportion of budget monies in respect of the vast population difference."

This is not the first time that this livewire MLC has referred to this disparity of budget expenditure, and I shall be very surprised if it is his last time.

He and all his other New Guinea colleagues have ample grounds upon which to base their protests—both from population and economic angles.

Mayhap a *volte face* may occur when the 1964 House of Assembly gets into action.

Postscript: Ian Downs amplifies his remarks in a statement appearing in *The South Pacific Post*, and pinpoints the situation admirably, referring to Port Moresby, *inter alia*, as a "white sepulchre dedicated to centralisation."

It would now appear that the $64 question in P-NG is not so much centred on segregation and desegregation as centralisation and decentralisation.



M.V. "SAMOS"

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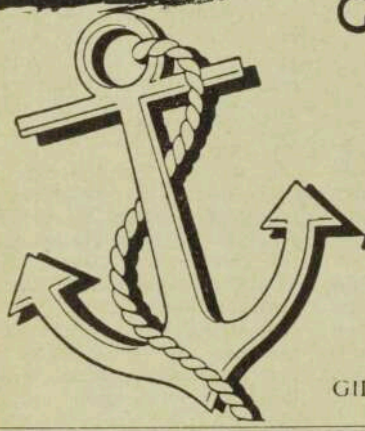
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In A Nutshell

MR. CHARLES HALL, director in the Philippines of the California Packing Corporation, visited the New Hebrides recently to study the possibility of establishing pineapple plantations and factories to can both the fruit and the juice. Mr. Hall toured Tanna, Efate and Espiritu Santo. He was particularly impressed by what he saw at Big Bay, Santo.

He spoke of establishing plantations covering thousands of acres in the area, which would represent an investment of about $10 million, and would employ a large number of people. The French Residency's news bulletin says it remains to be seen whether Mr. Hall carries out his project.

* * *

● Pago Pago's Bank of American Samoa is taking on a new face with the enlargement and opening of additional teller's windows to handle the tremendous volume of business that now comes to American Samoa's only bank. The bank's tellers have been doing a greater volume of business per person than is done by most banks in the U.S.

* * *

● A smouldering fire which lasted about two days destroyed copra meal worth about £25,000 at Island Industries Ltd. store, Walu Bay, Suva, at the end of July. Island Industries Ltd. is a W. R. Carpenter company. Most of the meal was scheduled to be shipped to Britain.

* * *

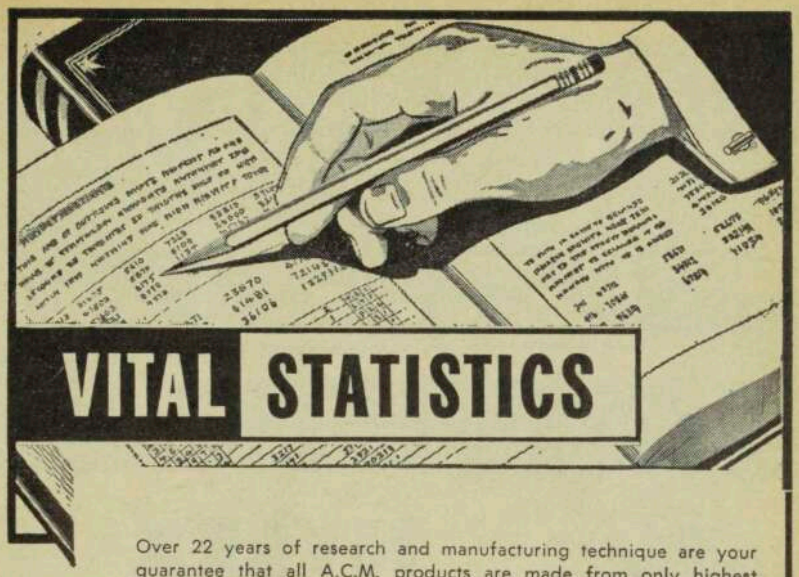
● Sixteen indigenous leaders from P-NG will visit Australia in September and October to study parliamentary and governmental procedures.

* * *

● The Nuffield Foundation has approved a grant of £15,000 sterling for the British Solomons Training College. This money will be used to expand the college to provide accommodation for 96 students instead of the present 48, including accommodation for up to 24 women. It is hoped that the extensions will be completed next year.

* * *

● Work will probably start in September on the long-talked of museum and library building on



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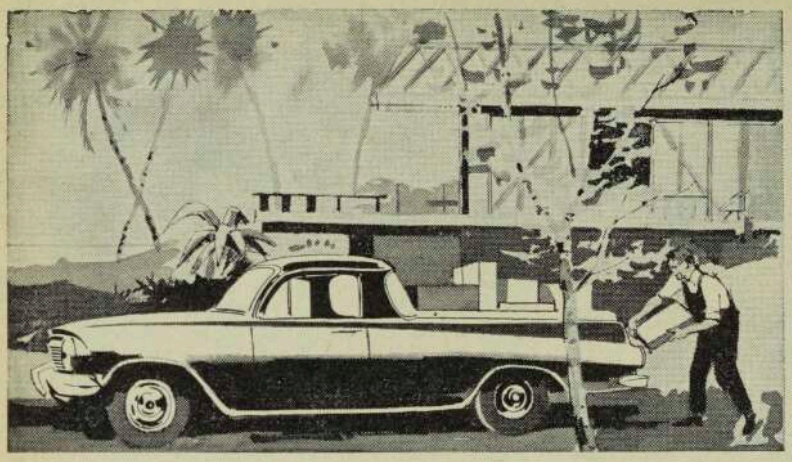
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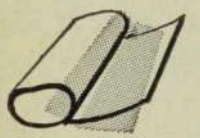
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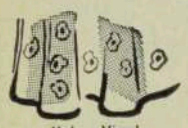




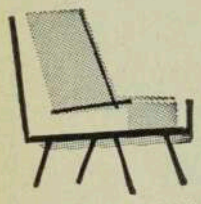
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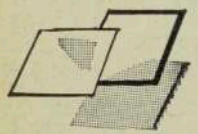
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Rarotonga. Voluntary village labour will probably be employed. It is hoped to complete the building early in 1964. Money has been raised by a very active action committee.

* * *

● The population of Niue Island at March 31, 1963, was 4,885, or 21 more than that recorded in the 1961 census, according to the island's annual report. Migration, mainly to New Zealand, is keeping the island's population more or less stationary.

* * *

● The Government of Fiji has banned the importation of five periodicals containing Chinese Communist propaganda.

* * *

● The freezer and cold storage installation, recently built in Vila for the locally-financed Societe Entrepot Frigorifique was officially opened in August by the British and French Resident Commissioners in the New Hebrides. The new installation will store locally-produced meat for sale in Vila, and it is hoped that some may be exported. Storage space is also available for imported fruit and vegetables.

* * *

● A radio telephone service between Rarotonga and New Zealand was inaugurated in July. Calls can be extended to Australia. Rates for calls from Rarotonga to New Zealand are £NZ1/10/- for up to three minutes, plus 10/- for each additional minute. Calls to Australia cost £2/5/- for up to three minutes, and 15/- for each additional minute.

* * *

● The first Gilbert and Ellice Islands Colony airmail postage stamps will be issued late this year or early next year when the colony gets its first regular air service. The service will be operated fortnightly by Fiji Airways between Fiji and Funafuti and Tarawa with a Heron aircraft.

* * *

● A subsidy scheme designed to expand copra production in Fiji came into effect on August 1. Under the scheme, subsidies will be paid for clearing land, thinning over-grown plantations, new planting and re-planting.

The cost of the scheme this year is estimated at £33,500, of which 90 per cent. will be met by a grant from Britain. The scheme is partly designed to encourage Fijians to work land under a system of individual tenure.

* * *

● More than 700 people now draw liquor in American Samoa on a ration basis. This privilege was once only granted to contract employees,

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Europeans and islanders who had lived outside American Samoa for three to five years.

The privilege is now granted to any adults who apply who are over 21 years and in good standing. The applicants are checked by the Government Liquor Board and when approved are granted permits that entitle them to one bottle of hard liquor weekly.

* * *

● Port Moresby service clubs are to build a £25,000 fresh-water swimming pool at Boroko. The president of the Port Moresby Amateur Swimming Association, Mr. G. Toogood, says this is part of a four-stage plan to provide swimming facilities in Moresby.

Included in the plan is a £3,500 25-metre sea-water pool now being built at Ela Beach.

A 25-metre fresh-water pool at Boroko, to be enlarged eventually to 50 metres, will come later.

* * *

● From September 19, Fiji Airways will increase its scheduled air service between Suva and Honiara from once a week to three times a fortnight. The first flight will arrive in Honiara on September 20.

* * *

● Eighteen residents of Papua-New Guinea had incomes of £10,000 or more in the 1960-61 financial year, according to official statistics issued recently. Of the 18, 16 were men.

* * *

● Mr. M. Martin, representative of the C. T. C. Limited, a large timber company in Sarawak, arrived in the BSIP in August to survey timber in the Allardyce Harbour area on Ysabel. He was accompanied by two assistants. Three directors of the company were expected later.

* * *

● Work is going ahead rapidly on the reconstruction and repair of the wartime airstrip at Funafuti, GEIC, which will be a stopping place for the proposed air service between Fiji and the GEIC. A hotel, the Vaiaku-Langi, is also being built at Funafuti.

* * *

● The French airline TAI has abandoned its monthly air service from Noumea to Tahiti via Wallis Island but will continue the service to Wallis Island.

* * *

● More than 30 years after the route was pioneered by Sir Charles Kingsford Smith, Qantas on September 7 was scheduled to inaugurate a regular weekly service between Brisbane and Honolulu, using 707s. This will give Qantas eight Pacific services a week. The Brisbane service will originate in Sydney and is designed to encourage interest in Queensland.

* * *

● The population of Fiji at the end of 1962 was an estimated 427,851 latest statistics reveal. Indians do not yet quite make up 50 per cent. of the population—at the end of last year their numbers were estimated at 212,829. The Fijians numbered 177,770.

The figures for other races were: European, 10,553; part-Europeans, 9,226; Polynesians, Melanesians, Micronesians, etc., 6,842; Rotumans, 5,337; Chinese, 5,177; others, 117.

* * *

● A conference of representatives of public servants engaged in the Administration of Pacific Islands Territories will be held in Wellington, NZ, in December. Indications are that delegates will represent the Administration services of Papua-New Guinea, Fiji, Western Samoa, the Cook Islands and, presumably, the territories controlled by the British Western Pacific High Commission.

* * *

● Copra production in the Gilbert and Ellice Islands Colony in the first six months of this year was well below normal. Excluding the Line Islands, only 2,221 tons were produced to the end of June compared with 5,981 tons for the whole of last year—a fall of 26 per cent. As there was little rain from January to June, the position is likely to get worse before it improves.

Things are a little better in the Line Islands. Christmas Island produced its first copra in June since November, 1962—38 tons.

* * *

● The clearing of trees from the proposed site for the Kira Kira Airfield, BSIP, will probably start towards the end of the year.

* * *

● The BSIP's Director of Medical Services told the Legislative Council recently that it was still unsafe to drink unboiled water in Honiara. "The chlorination plant installed at Honiara waterworks has materially improved the purity of the water supply," he said, "but bacteriological results are not yet sufficiently and consistently satisfactory to enable me to recommend the drinking of unboiled water."

* * *

● One hundred and eighty-eight officers and men of the U.S. Air Force 1370 Mapping Wing are now working in Papua-New Guinea making aerial maps and a land and sea survey as part of a world-wide mapping survey.

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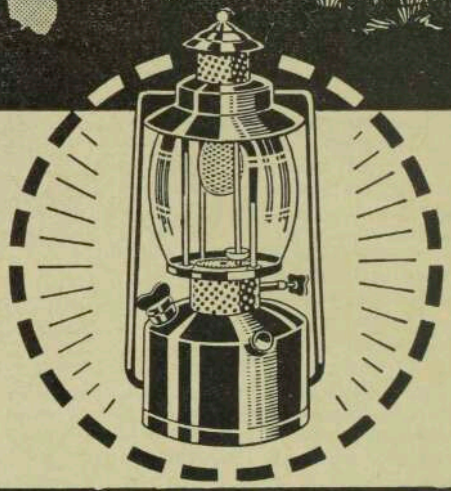
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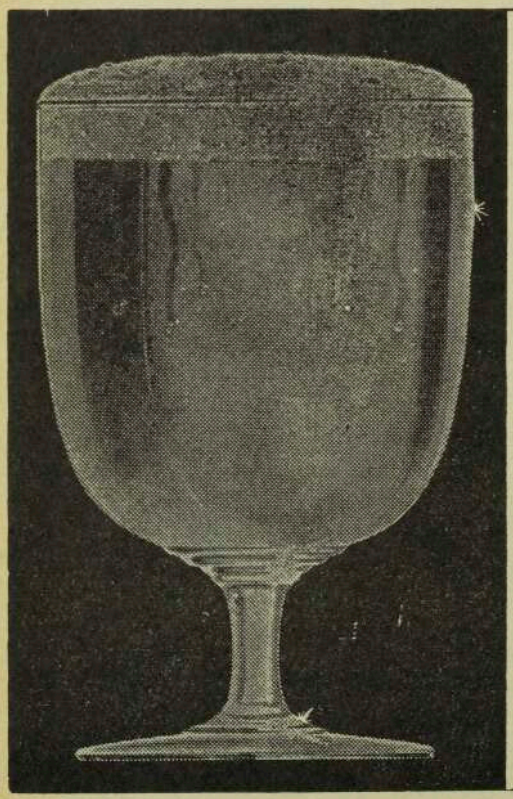
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People

Dr. R. L. Kirk, Reader in Zoology at the University of Western Australia, is to be principal investigator for a genetics-anthropological pilot study of the population of Tongariki in the Shepherd Group of the New Hebrides He is expected to arrive early in December.

The World Health Organisation has awarded Dr. Kirk a £3,000 grant for the study. Professor J. Guiart, who is already well known in the New Hebrides, will be associated with the survey on the anthropological side. Professor Guiart is the author of a number of studies on the New Hebrideans.

* * *

Mr. R. Strick has returned to Fiji following the completion of his term as Secretary to the Tongan Government—a post filled by British Colonial Office personnel.

* * *

A United Kingdom scholarship has been awarded to Ratu Mosese Varasakete, a Fijian civil servant, to enable him to study at the University of Hull for a BA degree in economics. Ratu Mosese, who is 37, has already passed some units of the degree course in New Zealand.

* * *

Mr. M. D. Howse, a former school teacher on Pitcairn Island, will revisit Pitcairn and neighbouring Henderson Island early next summer as a member of an anthropological expedition consisting of NZ and American scientists. Finance is being provided jointly by New Zealand universities and the Hawaiian Society of the United States. Mr. Howse is now teaching at Te Rapa, near Hamilton, NZ.

* * *

Mr. Reid Cowell, UK Commissioner in the South Pacific Commission, will visit Pitcairn Island in December to study trade, depopulation and agricultural problems. Ratu David Tonganivalu, executive officer of the South Pacific Office, spent six weeks at Pitcairn recently preparing for Mr. Cowell's visit. Mr. Cowell visited Tarawa, GEIC, from July 22 to 26.

* * *

The Japanese Ambassador to Australia, Mr. Saburo Ohta, began an official 10-day visit to Papua-New Guinea on August 15.

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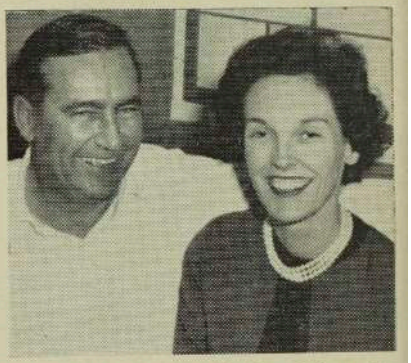
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Mr. J. M. (Jock) McEwen will be leaving his job of Secretary of New Zealand's Territories following his recent appointment to the NZ State Services Commission, which is responsible for personnel, management, efficiency and training in the NZ Public Service. Although no announcement has been made, he will probably be replaced soon as NZ's Senior Commissioner on the South Pacific Commission.

* * *

The Roman Catholic Bishop of Port Moresby, Bishop Virgil Copas, will leave Port Moresby for Rome on September 14 to attend a second session of the Ecumenical Council.



GAMES VISITORS: District Officer Des Clancy, of Sohano, Bougainville, and Mrs. Clancy, were among the hundreds who made a special trip to Fiji from other islands to see the Games spectacle. They arrived from Sydney in the "Mariposa" and stayed in Suva with Mr. and Mrs. Paul Conroy. Mr. Conroy was formerly a P-NG patrol officer.

Publication of what competent observers describe as the best history of Samoa ever written has been delayed by the sudden death, in April, of Mr. Richard Phillip Gilson, an American research scholar who held the degrees of MA of South California and MSc. of London. "Dick" Gilson, as he was affectionately known in Australia, spent a lot of time in research at the National University in Canberra, and impresed the heads there with his ability and industry. His work on Samoa was within a few pages of completion when he died of a heart attack. It now is being prepared for posthumous publication.

* * *

Well-known Fiji lawyer Mr. Maurice H. Scott, who is Speaker in the Legislative Council and prominently associated with some of the biggest Australian corporations in Fiji, was married in Suva on August 28 to Mrs. Fenna Gatty. Mrs. Gatty is the

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widow of Harold Gatty, a famous airman and founder of Fiji Airways, who died in Suva in 1957.

Mr. Scott's former marriage was ended by a divorce granted in New Zealand recently. He flew to Honolulu in mid-August to meet Mrs. Gatty who was returning from Europe and the United States. Mrs. Gatty has responded well to expert treatment in San Francisco after having been gravely ill during the past year.

* * *

Senior Matron J. Jones, one of the last of the pre-war Administration nursing sisters in Papua-New Guinea, was due to leave the Territory at the end of August after 24½ years' service in public health work. Her plans are to live in Australia.

Matron Jones worked first at Bulolo hospital and later at hospitals in Kavieng, Wau, Wewak, Rabaul, and Madang.

She was the first, and is probably the only woman, to walk the 160 miles from Madang to Mount Hagen. Matron Jones did this in 1942, during the Japanese invasion, when she accompaniad a party of Madang residents through the Ramu Valley to Kundiawa to meet Mr. Mick Leahy.

Led by Mr. Leahy, she continued to an evacuation point at Mt. Hagen with the sick and older men of the party. Members of the party were then flown to Thursday Island.

* * *

Another old P-NG hand who will retire soon is Dr. H. N. White P-NG's Assistant Director of Health, who has been in the Territory since 1938. He will retire on October 12.

* * *

Professor R. S. Desowitz, Professor of Parasitology at the Singapore University, recently completed a survey in the Maprik area of P-NG's Sepik District to determine the immunity to malaria developed by people living in a highly malarious area.

The World Health Organisation made Professor Desowitz a grant for the survey, which should provide new information about malaria.

* * *

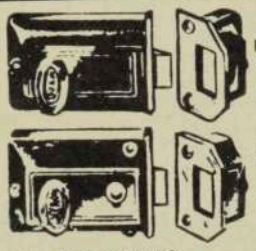
The appointment of Mr. R. R. Bryant as Chief Electoral Officer for Papua-New Guinea has been confirmed. Mr. Bryant joined the Administration in 1954 and has served as official secretary to the Administrator, Assistant Clerk of the Legislative Council, Clerk of the Administrator's Council and Administrative Officer of the Department of Trade and Industry.

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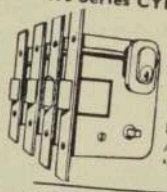


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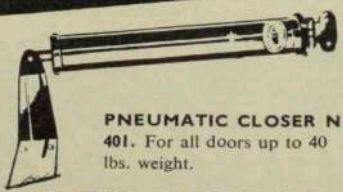
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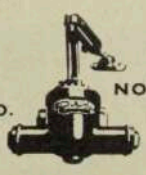
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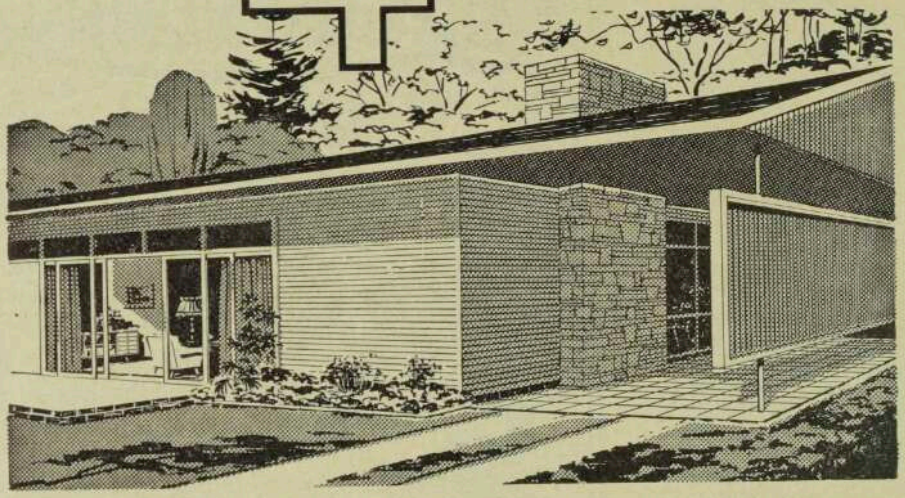


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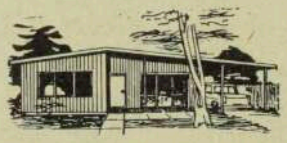
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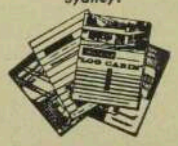


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DEATHS OF ISLANDS PEOPLE

Colonel J. P. Magrane

Word was received recently of the death in England in June of Colonel J. P. Magrane, who was deputy Commissioner of Police in Fiji for several years from 1939. He was 67. Colonel Magrane was a member of the Fiji Defence Force during the war.

He was an Assistant Commissioner and British Resident with the Army of Occupation in Germany after the war.

Mr. Frederick George Smith

Mr. Frederick George Smith, manager of Morris Hedstrom's estate at Laucala Island, Fiji, since 1950, died after a heart attack on August 18. He was 48.

Mr. Smith was born in Fiji and joined Morris Hedstrom's Levuka branch in 1933. He later served at Ba and Lautoka. From 1944 to 1950, he was with the Kauri Timber Co. at Nadarivatu.

Mr. Smith's wife, formerly Miss Zillah Whitcombe, died about a year ago. Mr. Smith is survived by two daughters, Mrs. Flora Douglas, of Naqilai, Taveuni, Fiji, and Mrs. Penelope Leighs, of Christchurch, New Zealand; and an adopted son Leslie, of Auckland. Three brothers, Walter, Stanley and Herbert, live in Fiji.

Mr. H. G. (Tup) Rennex

The death occurred in Cessnock, NSW, early in August of Mr. H. G. (Tup) Rennex, a well-known New Guinea hand. Mr. Rennex, who was 48, was transport superintendent for Bulolo Gold Dredging at the time of his death. He left a widow, Joyce, and a son, Tony.

High Chief Alo Simanu

High Chief Alo Simanu, of Fagasa, American Samoa, died on July 30 after a lingering illness. He was a former member of the famous FitaFita Guard and was County Chief of Itu'au County for the past nine years. He is survived by his widow Lei and a daughter, Pito Patricia Lovell, of Honolulu.

Mr. P. J. Twomey

Mr. P. J. Twomey, widely known in the Pacific as "the Leper Man", died in Suva in August. (See p. 63).



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Pacific Commerce and Produce

BURNS PHILP'S 80TH ANNUAL MEETING

Profits And Progress Bring Problems For Islands Trader

When James Burns registered his modest Islands trading organisation—a few little stores and ships—80 years ago, as Burns Philp & Co. Ltd., and directed them successfully on a course of progress and profit, he little dreamed of the troubles that profit and progress would bring upon his successors in 1962-63.

PROBABLY, in his long and busy life, he rarely counted in millions, and never heard that horrid word *inflation* applied to either his or the nation's enterprises.

But the figures laid before the 80th annual general meeting of the company on August 22, by veteran general manager Joseph Mitchell, acting as chairman, were almost all in millions of pounds; and many of his explanations of upward changes in various totals could be attributed to war's heritage—namely the ceaseless, grinding process of inflation.

The Burns Philp interests are now widely diversified, and spread over 30 subsidiary concerns in Australia, and another 20 in the South Pacific Islands. The chief assets of all of them are in stores and merchandise, plantations and ships, stocks and shares—all of which naturally move up in value as the basic value, controlled by the inflationary spiral, runs out of the £.

Millions—and Millions

And so Mr. Mitchell presented accounts showing assets of no less than £38,162,946 in the consolidated balance sheet; and a profit for the year, for the parent company, of £1,019,121 (the aggregated net profit of the group was £1,452,844).

This probably was the first time that the parent company's annual profit entered the million class; and it was fitting that the ageless general manager should announce it. He said that all sections—except one—had traded satisfactorily.

As can be imagined, an old, sound, conservative board like that of Burns Philp hates the process known as 'watering"—the issue of bonus shares to take care of increases in the value of assets—and it naturally resisted the tendency so long that "the wolf-packs of take-over" were reported to be gathering.

Finally, of course, to protect the company, the board had to accept revaluation and issue bonus shares accordingly; and the company's issued capital has now been built up to £7,200,000.

Even so, the process of revaluing assets and issuing bonus shares seems to be limping behind inflationary processes. There are no less than £22 million in the reserves and P/L Appropriation accounts.

The listed assets show £8 million in land, buildings and equipment; £5 million in sundry debtors; £9 million in merchandise; and no less than £14½ million in investments.

No wonder the chairman's voice sounded a little weary as he talked in millions, to present this picture of huge wealth and widely spread activities. An increasing proportion of it is Australian-based now; but BP's still are the most important single trading factor in the South Pacific Islands Their plantations cover 40,000 acres staffed by 3,000 natives and 60 managers and overseers.

Shipping's Uncertain Future

But there was plenty of bite in his voice when Mr. Mitchell turned to discuss the shipping section, once the pride and joy of the BP board-room.

Year by year, the directors have reported their increasing troubles in maintaining an efficient, profitable service. The costs of running BP ships, registered in Australia and therefore subject to every whim and fancy of the seamen's union, have climbed out of all reason; but the company cannot raise freight and passenger rates to meet this condition because other shipping lines, registered in cheaper labour countries, compete actively with the BP ships on the Islands runs.

So, year by year, the BP ships section, as a separate entity, has shown its annual figures in red and, year after year, the company's chairman, in his annual review, has made comment upon them that runs from acidulous to near blasphemy.

The position is that, in sea transport, BP's are in a cleft stick. Their ships, as general carriers, cannot make profits; but they cannot do without their ships because their multitude of Islands stores and plantations must be serviced. So, as Mr. Mitchell expressed it, "voyage losses have become a burden on other earnings".

The spectacle of the ships being held up by local strikes, wet weather, holiday leave and so forth, while aboard all hands wait in idleness with full pay and victualling, is not one likely to soothe the shipping managers in Bridge Street.

Freighters Only

The time is not far away when the once proud fleet of BP ships will consist only of freighters. Other shipowners, who are not tied helplessly to Australian labour conditions, will gather in the scheduled passenger services. The company now has a 4,000-ton freighter under construction in Australia, and there is no sign of new BP passenger ships coming along.

Profit-earning prospects never were better, and investors in gilt-edged keep pushing the BP shares along to higher levels. But if the men who sat in that BP board-room 80 years ago could return today to 7 Bridge Street they would find methods of computation, and trading conditions, utterly beyond their comprehension.

In fact, they probably would be sure that the world of 1963 is quite mad. And the interesting thing is that the acting-chairman of the 1963 Board, Mr. Joseph Mitchell, 89 years of age, and a BP staff man for 72 years, has seen it all happen.

Report on Fiji's Copra Industry Completed

The report made on the Fiji copra industry by Lord Silsoe (formerly Sir Malcolm Trustram Eve), containing his recommendations to the Fiji Government for the future development and control of the in-

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dustry, was completed in July; but it had not been published at the end of August.

This was because the copra and milling interests concerned were given the opportunity of commenting on the report before it was printed.

The report will be printed in Fijian and English. It is expected to recommend the establishment of a Copra Marketing Board, and to include proposals for increasing copra output and establishing prices.

It is reported that the authority to control the industry will be acceptable to all interests concerned and that a person very well known in Fiji primary industry will be at its head.

Cook Islands Fruit Production Increases

Citrus fruit production in the Cook Islands during 1962-63 amounted to 147,167 70-lb cases or 18,615 cases more than the previous year, according to the annual report on the Cook Islands to the New Zealand Parliament.

About 83 per cent. of this total was grown on trees planted under the Government's citrus replanting scheme.

Nearly 68,000 cases of fruit were exported and the equivalent of 79,445 cases was processed into juice by the canning factory on Rarotonga.

Exports of tomatoes, amounting to 68,068 boxes, were slightly lower than in the previous year.

Total exports from the Cooks in 1962 were worth £710,653, or £112,469 more than in 1961. The value of imports dropped from £1,021,549 to £937,273.

The values of the main exports were: Fruit juice, £187,070; manufactured goods, £171,928; fruit, £118,864; copra, £51,350; tomatoes, £50,106; and mother-of-pearl shell, £39,033.

New Japanese Interest In Fiji Bananas

The International Fruit Company of Japan has been negotiating recently to buy Fiji bananas from October next year and to arrange shipping—provided the Colony can guarantee a minimum of 20,000 stems each fortnight.

This would mean a minimum of more than 500,000 stems a year worth about £300,000 to the industry.

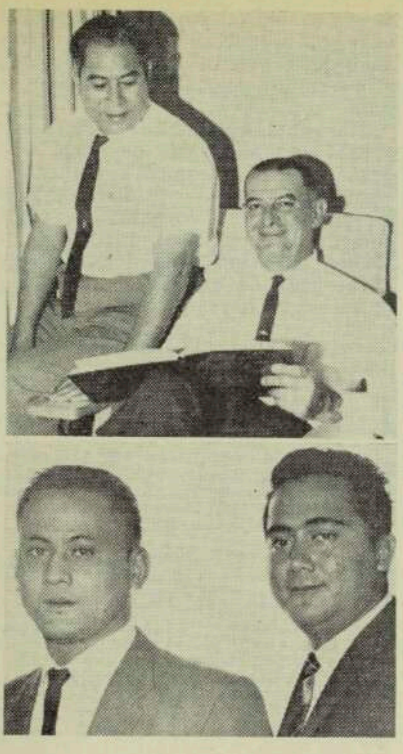
At present Fiji's sole market for bananas is New Zealand which takes about 200,000 cases a year.

Fiji's Land Development Authority has the sole licence for export of bananas to Japan.

It would take about 800 acres to grow sufficient bananas to meet the demand of the Japanese market. The Authority already has 400 acres under development at Lomaivuna which is within easy reach of Suva. It is proposed to develop a further 200 acres there and to obtain the remainder from 200 acres occupied by independent farmers outside Lomaivuna.

To enable this expansion to take place, the Colony's Standing Finance Committee has agreed to additional expenditure by the Authority this year of nearly £80,000.

Fiji made two trial shipments of bananas to Japan last year, but hopes had dwindled of finding a lucrative market there until the International Fruit Company began its negotiations.



SAMOAN TRAVELLERS: Mr. Fred Betham, Western Samoa's Minister of Finance (above right), spent some time with his cousin Mr. Oscar Betham, manager of Suva's Club Hotel, when he visited Fiji recently after a month in Malaya under a United Nations Fellowship to study development work. (Stan Whippy photo.) Below are Patrick Ahkuoi and Tui Retzlaff, proprietors of a bakery which, they claim, is the biggest and most modern on Savaii, Western Samoa's largest island. They were photographed during a recent visit to Sydney.

"Badly Needed" Legislation For P-NG Companies

A new Companies Bill, based on uniform companies legislation in Australia, was introduced in the Papua-New Guinea Legislative Council in August.

The Secretary of Law, Mr. W. W. Watkins, said in a second reading speech that the bill was a "very badly needed" revision of the Territory's present legislation, which was based on an English Act of 1862.

He said the bill, known as the Companies Bill, 1963, would be associated with a number of other bills.

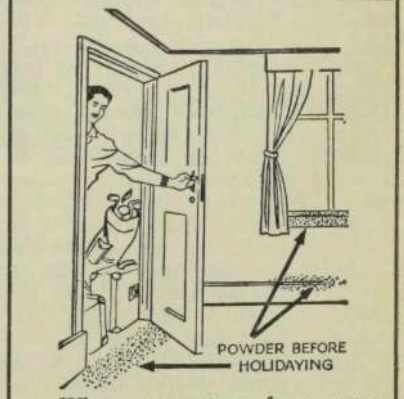
These were Unclaimed Moneys Bill, Business Names Bill, Native Economic Development Bill, Co-operatives Societies' Bill, and Savings and Loan Societies Bill.

Mr. Watkins said the Companies Bill had been "firmly based" on Australian uniform codes. In drafting it, the Companies Ordinances of the Northern Territory and Australian Capital Territory were used as models.

Explaining the need for the Bill, Mr. Watkins said the Territory was moving rapidly in the direction of economic development and of more reliance on production for cash and less on purely subsistence production.

Thus, legal and economic requirements became more complicated.

The Bill covers all companies and includes considerable material "in-



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tended to instruct company directors and managements as to what they should not do in the interests of their companies and their shareholders," and also details procedures and powers of the Supreme Court in enforcing legislation.

£15 Million Development Plan for Fiji

Fiji is planning to spend £3 million a year on capital development projects during the next five years.

An official statement in August said that work was going ahead on preparing a new capital programme to cover 1964-68.

It is the fourth development programme to be prepared since the war and is to total £15 million.

The emphasis will be on economic development. Between 1945 and 1963, a total of £23½ million was spent on development, but only 10 per cent. went on economic projects. Under the new plan, it is proposed to spend 45 per cent. on economic projects.

The statement said Executive Council had advised that more emphasis should be put on the development of production—particularly on land development, to which it was proposed to allocate £1 million a year.

The statement added: "The successful mounting of the plan will depend on Government's ability to raise the money. It is estimated that, apart from contributions from annual revenues and further substantial aid from Britain, local loans of at least £1 million will have to be raised each year."

To The Editors

NZ Trade With New Caledonia

SIR.—We were surprised to read in *PIM*, July, p. 37, the statement quoting several New Caledonian importers of New Zealand goods, who said they were dissatisfied at the way some New Zealand exporters were preparing documents and were "talking of severing trade relations".

We are one firm which has been doing considerable business with Noumea, which seems to be increasing, and at no time have we had any criticism from our clients that our method of documentation is not correct.

We think the fault probably lies with inexperienced people in New Zealand endeavouring to get on the export "band waggon" and are consequently uninformed and inexperienced in general export procedure. We suggest that importers in New Caledonia should channel their orders through firms like ourselves, who are conversant with shipping and export procedure.

In the course of our business we correspond with Noumea frequently by letter and circular and use the trans-Tasman telephone frequently for urgent business.—Yours, etc.

MANAGING DIRECTOR

Auckland.

TRADING NOTES

WALPAMUR MANAGER: Mr. Eric Rowe has taken up appointment as manager of the Walpamur Co. (NG) Ltd., paint makers, of Port Moresby. He was relieving manager in 1962.

BSIP TIMBER PLAN: The United Africa Company (Timber) Limited has announced plans to work timber on Gizo Island, BSIP, on land held by Levers Pacific Plantations Pty. Ltd. The company is a wholly owned subsidiary of the Unilever organisation. For the venture, a local company will be registered under the name of Levers Pacific Timbers Limited. Work will start before the end of the year, and the company expects the extraction of timber from the island will be completed in about two years. Later, the company plans to exploit timber on Kolombangara.

MINING COMPANY PULLS OUT: The Southern Mining Development Company, which began diamond drilling in the copper bearing area of Hidden Valley, Western Guadalcanal, BSIP, ceased operations on July 29. Mr. R. Lake, geologist in charge of operations, said that the drilling indicated that the high grade copper sulphides showing at the surface did not occur at depth in either grade or quantity. The withdrawal of the company marks the end of three years' activity in the area, which is now known to be of no economic interest.

PROFIT SLIGHTLY LOWER: Bulolo Gold Dredging Limited's estimated net profit from operations in New Guinea and Australia for the year ended May 3, 1963, including dividends received from Commonwealth-New Guinea Timbers Limited, is 220,600 dollars, after providing 60,600 dollars for income tax and 298,000 dollars for depreciation. Other income from dividends, interest, etc., amounted to 187,000 dollars, making a total estimated net profit for the year of 407,600 dollars, compared with a net profit of 415,700 dollars for the previous year. Recovery of gold was 19,486 oz. (19,574 oz. last year) valued at 682,069 dollars (685,090 dollars last year).

ECONOMIC SURVEY FOR NIUE: An economic survey of Niue Island is to be made by Mr. R. C. White, newly-appointed economist with the South Pacific Commission. He was expected in Niue in late August. The visit is being made at the invitation of the Government of Niue, which requires such a survey as a basis for planning development. To help with the Niue survey, the New Zealand Civil Aviation Administration hopes to make an aerial photographic coverage of the island in September. The attempt will be made from Tonga.

The Stock Market

SYDNEY SALES PRICES

	July 23	August, 27
Bali Plantations . .	4/8	4/9
Burns Philp	79/6	82/6
Burns Philp (SS) .	47/9	57/-
Choiseul Plntn. . .	230/-	230/-
C.S.R. Co.	65/6	69/3
Dylup Plantations .	5/6	5/10
Fiji Industries . . .	13/6	15/-
Hackshall's	15/3	17/-
Kerema Rubber . .	3/3	4/6
Koitaki Rubber . .	16/-	14/9
Lolorua Rubber . .	8/9	9/-
Makurapau Plntn. .	3/6	3/9
Mariboi Rubber . .	6/-	6/9
Pacific Is. Timbers .	2/1	3/-
Palgrave	2/7	2/7
Plantation Holdings .	3/4	3/4
Queensland Insurance	100/-	115/-
Rubberlands	4/5	4/-
Sandy Creek	6d	6d
Sangara	10d	11½d
Sogeri Rubber . . .	6/6	7/-
Sthn. Pac. Insurance	29/6	32/-
Steamships Trading .	12/6	14/-
W. R. Carpenter . .	30/7	34/3
Watkins Consolidated	2/9	3/9

OIL AND MINING SHARES

	Dec. 4, 1958	July 23, 1963	Aug. 27, 1963
Emperor . .	b9/-	b5/6	s7/6
Loloma . .	b30/-	b53/-	s56/3
Bulolo G.D.	b32/-	s62/-	s62/-
N.G.G. Ltd.	b2/3	b2/-	b2/4
Oil Search .	b9/9	b2/-	b2/4
Ent. of N.G.	s11d	b3d	b2½d
Pac. I. Mines	—	b1/7	b3/7
Ditto Opt. .	—	s8½d	b1/5
Papuan Apin.	b4/6	b5/-	b7/2
Placer Dev.	b91/-	s220/-	b205/-
Timor Oil .	n.q.	b11d	b1/-

Sydney Stock Exchange share price index for "Ordinaries" on August 27 was 350.57, a month ago, July 26, it was 338.20.

EXCHANGE RATES

FIJI.—Through **BANK OF NSW, ANZ BANK and BANK OF NZ. Australia on Fiji**, basis £100 Fiji: Buying, £A111/2/6; Selling, £A113. **Fiji-London**, basis £100 London: B. £110/15/-; S. £112. **NZ-Fiji**, basis £100 NZ: B. £111/11/9; S. £110/4/3.

SAMOA.—Through BANK OF NZ. Australia on Samoa, basis £100 Samoa: T. T. B. £A123/12/6; S. £A124/10/9. **Samoa-London, basis £100 London: B. £99/7/6; S. £101/10/-. Samoa-NZ**, basis £100 NZ: B. £100; S. £100/10/-. **Samoa-Fiji**, basis £100 Samoa: B. £111; S. £110.

NORFOLK IS.—Commonwealth Bank quotes exchange rate **Australia - Norfolk Island**: 5/- per £A100.

PAPUA - NG.—COMMONWEALTH BANK (Pt. Moresby, Lae, Rabaul, Goroka, Bulolo, Kavieng, Madang, Wewak), **BANK OF NSW** (branches: Port Moresby, Lae, Bulolo, Rabaul, Madang, Samarai, Goroka; agencies: Wau, Boroko, Kokopo), **ANZ BANK** (Port Moresby, Lae, Rabaul) and **NATIONAL BANK OF A/ASIA.** (Port Moresby, Lae) quote exchange rate Australia-Papua-NG: 10/- per £A100.

FRENCH PACIFIC COLONIES.—Pacific francs (CPF) are used in New Caledonia, New Hebrides, and Fr. Polynesia. **FRENCH BANK (Comptoir National D'Escompte de Paris**, Sydney), in July 1963, quoted: Selling, Noumea, 196 Pac. francs to £ Aust.; Papeete 196 (nom.) Pac. francs to £ Aust.; 247 Pac. francs to £ Stg., 96.5 Pac. francs to US $; Noumea 18 Pac. francs to 1 French franc (conversion rate: 1 Pac. franc equals 0.055 French franc). Paris-London: Selling, 13.725 francs to £Stg.

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Produce Prices

(Unless otherwise stated, quotations are in Australian currency. Aust. £ equals approximately 16/- Stg., NZ, or W. Samoa; 18/- Fiji; 20/- Tonga, Solomons & WPHC areas; 196 Pac. Frs.; $US2.25.)

COPRA

PAPUA-NEW GUINEA:—All production is delivered to Copra Marketing Board, controlled by six members, including three planters' representatives; and the Board directs distribution and sales, and makes payments to the producers. Production goes mainly to (a) Unilever, in UK, (b) Australia for local consumption, (c) crushing-mill in Rabaul, and (d) Japan (surplus as available). Prices generally tally with ruling rate in Philippines, with premiums for hot-air dried.

P-NG Board's Tentative Purchase Prices for copra delivered main ports are: Hot-Air Dried, £59/-/- per ton; FMS, £57/10/- per ton; Smoke-Dried, £56/10/- per ton.

FIJI:—No Government control—producers sell where they wish. Bulk of copra goes to crushing-mills in Suva. Aug. 26 prices were: HAD £F54/5/-, FM £F51/15/-.

WESTERN SAMOA:—Official Copra Board takes all production, sells same and makes payments to producers. It goes mainly to Abels Ltd., NZ crushers, and to Unilever, UK. Local price recently was £56/12/6 Samoan, first grade.

TONGA:—Sales are under Government control. Part of production goes to Europe, under arrangement with Unilever controlled by Philippines prices, and part on to open market.

SOLOMON IS.:—All production marketed through official BSI Copra Board, at prices based on Philippines rate. Output goes to Unilever, UK; to Australian crushers; and the balance on to the open market. Local price in August was: 1st grade, £53/-/-; 2nd grade, £51/10/-; 3rd grade, £49/-/- per ton, f.o.b., BSIP ports (Honiara, Yandina and Gizo).

GILBERT AND ELLICE:—Production marketed in Europe through official Copra Board, at prices based on Philippines rates less freight, etc. The Government subsidy to producers is: £7/15/5 per ton for 1st grade, and £3/14/7 for 2nd grade.

NEW HEBRIDES:—On Aug. 15, the copra price was approximately £42/-/- (8,400 Pac. francs) per ton delivered Vila/Santo. French price then was 920 francs per metric ton, c.i.f., Marseilles.

COOK IS.: Copra goes to Abels, Ltd., of Auckland, who operate the only NZ copra crushing mill. Price paid is average London price for previous three months, less handling charges. Price for third quarter, July-Sept., 1963, is £NZ56/15/11 1st grade, £NZ55/10/11 standard grade—both f.o.b., Rarotonga.

OTHER PRODUCE

COCOA:—Islands prices are usually based on the rates for Ghana cocoa which on Aug. 27 was £Stg.195/-/- per ton, c.i.f., Sydney.

P.-N.G.: Sydney buyers on Aug. 28 reported: Quote No. 1: In store, Rabaul, export quality £200 per ton, or on wharf Sydney, according to quality: £195-£220; quote No. 2: Best quality, on wharf Syd., Melb., £230, in store, N.G. ports, £210 (for UK, Continent and USA shipments).

W. SAMOA:—Nominal prices quoted in Sydney, Aug. 23, were: Grade 1, £Stg.220; grade 2, £Stg.205, f.o.b., Apia.

COFFEE.—P.-N.G.: August 29, good quality A grade, per lb, 4/- to 4/2; B grade, 3/9 to 4/-; C grade, 2/9 to 3/4, c.i.f., Sydney.

Overseas c.i.f. coffee prices were reported on Sept. 2 as: Kenya A, f.a.q., £Stg.400, B £Stg.350, C £Stg.325; Uganda Robusta £Stg.205.

PEANUTS. — P.-N.G.: Sydney agents reported Aug. 29.—f.o.b., Lae; Kernels—white Spanish 1/5 lb.; virginia bunch 1/8 lb.

RUBBER.—P.-N.G. price is based on Singapore rate, which on Sept. 2 was: No. 1, RSS, Spot, 67⅞ Straits cents per lb (23.66d Aust.).

VANILLA BEANS: Victor Karp Tulk & Co., Sydney, reported Aug. 28: White and yellow label processed, standard packs, 30/-, green label 29/-, c.i.f., Sydney.

RICE (Aust.): Prices until May 1, 1964—**P.-N.G.:** Dry brown and dressed, 112 lb bags, 5 tons and over, £58/10/- per ton, f.o.w. Vitamised and enriched white, 112 lb bags, 5 tons and over, £65/-/- f.o.w. **Other Pac. Islands:** Dry, white or brown, etc. £67/10/- (any quantity), f.o.w., Sydney or Melbourne.

PEARL SHELL.—Quotations for **Australian M.O.P. Shell** on Aug. 28 by Sydney independent shell agents were: Sound £750, D £500, E £300, EE £190 (in store Sydney). **Cook Islands: Penrhyn** £NZ425 (approx.), f.o.b., Rarotonga.

TROCHUS.—Sydney buyers on Aug. 28 indicated the following quotations to Islands producers: No. 1.—**Papua**—nominally £95 per ton, f.o.b., Papuan ports; **N.G.**—£90, c.i.f., Sydney; **B.S.I.**—£90, f.o.b., Honiara. No. 2.—**Papua**—£100 per ton; **N.G., B.S.I.**—£100 per ton.

GREEN SNAIL SHELL.—Sydney buyers quoted on Aug. 28: No. 1: £250 per ton, f.o.b., Islands port. No. 2: £300 (best quality), on wharf, Sydney; or £305 f.o.b., Islands port.

CROCODILE SKINS.—On Aug. 29 Sydney buyers quoted for 12 in. and over, first grade quality as follows: **P.-N.G.**—22/6 per in., f.o.b. P-NG ports, small scale (salt water); large scale (fresh water) 15/3 per in. **B.S.I.** 22/6 (small scale) del. Sydney.

PAPUAN GUM: £82/15/- f.o.b. Islands port.

BECHE-DE-MER: Chang Sing Loong Co., Suva, quote F2/- (4 in. to 7 in.) to F3/- (9 in. to 11 in.) lb for well processed commercial varieties.

SHARK FINS: Suva merchants offer F4/6 per lb for well-dried fins of commercial quality. Sydney buyers quote 6/- to 8/- lb., ex-store Sydney, according to quality.

London and US Quotations

Copra: LONDON, Aug. 28, Philippines, in bulk, $188 US (equal to £Stg.67/3/7) per long ton, c.i.f., UK/Nth. European ports. Malayan, FMS, delivered weights, c.i.f. UK/Nth. European ports, N.Q. NEW YORK: Aug. 28, Philippines, $168.50 US per short ton, c.i.f., Pacific Coast ports. CEYLON: 925 Rupees per ton c.i.f.

Coconut Oil: LONDON, Aug. 28, Ceylon, 1% in bulk £Stg.106/-/- per ton, c.i.f., UK/North European ports. Straits, 3%, £Stg.99/-/- c.i.f.

Rubber: LONDON, Sept. 2, c.i.f., RSS No. 1 Spot, 20⅜d Stg. lb, Nov. shipment 20¾d Stg. lb, Sept. 20d Stg. lb.

(£1 Australian is equal to about 2.2 US Dollars or 10½ Rupees.)

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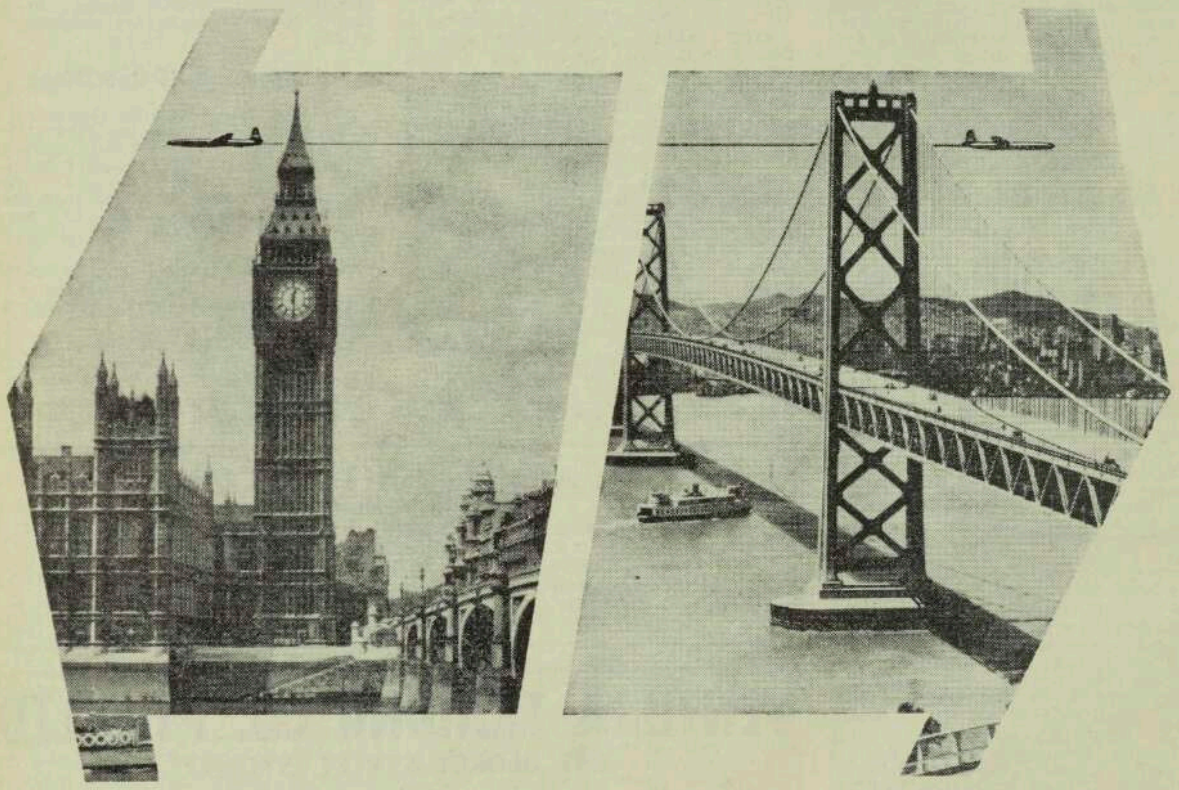
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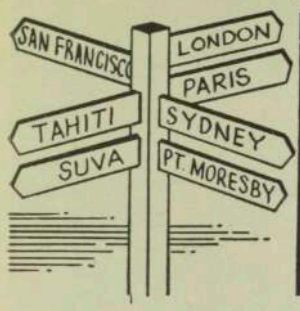
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TRAVEL TALK

Where The £A Goes Furthest

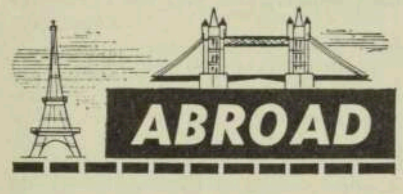
Spain, which long got most favoured nation treatment from travellers who liked value for money, is in danger of losing its position to Yugoslavia, now described as the bargainland of the Balkans.

ACCORDING to Pan American, which supplied most of the following information, Yugoslavia is one of the few places where the Australian £ (which has the horrifying ability to shrink by 25 per cent. even on a four-hour flight across the Tasman), stretches like pure rubber. £A3 per day will get you room, bath and three meals at the best hotels.

Tours, too, are priced at bargain rates with plenty of variety for sightseers—from the beaches of Dalmatia to the Byzantine bazaars of Bosnia.

As varied as the landscape are the people—Serbs, Croats, Bosnians, Macedonians, Slovenes and Montenegrins—plus Hungarians in the north and Albanians in the south.

Yugoslavia means "Land of the South Slavs"; it is 96,000 sq. miles in area; and is a federation of six republics — Serbia, Croatia, Slovenia, Bosnia Herzegovina, Macedonia and Montenegro. Its territory touches on seven foreign frontiers, four of which are Soviet-dominated.



Belgrade, point of entry for most air-travellers, stands on a broad plain of the Danube. The city, coveted and conquered throughout history, is now a modern metropolis and the nerve centre of the Republic, a nation of 18,000,000. As the capital, it is the home of Marshal J. Broz Tito.

Excursion steamers ply the Danube from Belgrade to the Iron Gates on the Rumanian frontier, and motor coach tours head out along the new highways to all parts of the country. There are frequent flights from the capital to the ancient citadels of Macedonia and to the modern resorts of the Adriatic—including Titograd, the brand new capital of Montenegro, gateway to the riviera resorts.

Tours to Titograd include such seaside colonies as St. Stefan, a 15th century Montenegrin fishing village, linked to the mainland only by a spit of sand. The whole of this tiny island has been transformed into a resort hotel, the narrow streets serving as corridors and the houses as tastefully furnished suites.

The road along the coast follows the scenic Bay of Kotor, spectacular in its beauty, before leading into Dubrovnik, once the powerful port of Ragusa. Protected by law against change, Dubrovnik is an old walled town, of towers and battlements, patrician palaces and Gothic arches, but it has also such fine hotels as the Argentina, Excelsior and Imperial.

Marco Polo's Birthplace

Amongst the dozens of tiny islands along the Yugoslav coast is Korcula, the birthplace of Marco Polo, which dates back to the Greeks. A one-day cruise takes passengers from Dubrovnik to Split, a handsome resort where the Emperor Diocletian built his massive palace in 295 AD. Today it is a dazzling showplace of architecture through the ages from the Greeks to the Byzantines.

To the north lies the scenic lake region of Plitvice with each of its 16 lakes on a different level and water cascading in a rainbow spray from one to the other.

North again is Zagreb, ancient capital of Croatia. While the old quarter of the city, with its forts and palaces, recalls the past, the rest of it is a modern hub of commerce, drawing an international clientele to its trade fair in the spring.

The country has two new jet airports—one at Belgrade and the other at Dubrovnik. Pan-Am now has two jet flights a week direct from New York to Belgrade, and a round-the-world fare, including Belgrade, is £A558/3/-, economy, £A876/6/-, first class, from Sydney. The local airservice, Jugoslav Airlines, is known as JAT.

IS THE JOURNEY NECESSARY?

Americans, who are sometimes accused of being more interested in what they can buy abroad than what they can see, may now be able to save themselves a long haul South.

Bill Richardson, a Sydneysider, has set up a Down Under shop at Waikiki, Honolulu, where he sells boomerangs, sheepskin rugs, toy koalas and other things without which no tourist trip to Australia is complete.

He is reported to be doing a roaring trade with holidaying mainland Americans.

Photo Contest

The Pacific Area Travel Association is inviting entries in its annual international contest for black and white photographs. This is the fifth contest and, this year, it is worth $300, with a second prize of $150 and a third of $50. Winners of this year's contest, which closes on December 31, will be announced at the 13th annual PATA conference which will be held in Sydney in March, 1964.

Entry forms are available from the Publicity Section, NSW Government Tourist Bureau, Challis House, 10 Martin Place, Sydney, or from Pacific Area Travel Association, 442 Post Street, San Francisco 8, Calif., USA.

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Pacific and Australasian Travel Round-up

TAHITI AIR-SEA TOUR: Holidays ex-Sydney that take in Tahiti and include a return trip on the *Monterey* or *Mariposa* are being offered from £A285, fares only. This is a package deal that could be fitted into three weeks or could be extended to suit individual requirements and pockets.

The Matson vessels call at Papeete at three-week intervals and take about 10 days on the voyage south to Sydney via Rarotonga and Auckland. Keeping the whole operation within three weeks would therefore allow 11 days for the air journey, with stop overs at such places as Fiji or Noumea, New Caledonia, and Tahiti.

RENT-A-CARAVAN: Avis Rent-a-Car System in Australia now also hires out Volkswagen Kombis fitted up as caravanettes. The vehicles are lounge-dining-rooms by day and convert to sleeping accommodation for two at night. A tent attachment is also available to zip on to the side and this will sleep three more. Equipment includes Dunlopillo mattresses, table, food locker, cupboards, sink, ice-chest, Porta-Gas stove, etc. Hire is £A3 per day or £15 per week plus 1/- per mile.

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The view from Tahiti to neighbouring Moorea is one of the many scenes to enchant holiday-makers who take the air-sea tour from Sydney—over by air, and back in the "Mariposa" or "Monterey".

FAMILY FARES ACROSS THE TASMAN: TEAL's family concession fares between Australia and New Zealand should be of interest to Pacific residents who usually take leave in one or other of these countries but never get around to seeing the other. Under the scheme, father can take mother and the kids (the kids but not Mother must be under 25) with him across the Tasman for half their normal fare. Stay on the other side is limited to 17 days and travel must be on Tuesdays, Wednesdays and Thursdays.

NEW CALEDONIA: Information about tours in New Caledonia can be obtained from the Office du Tourism, Square Orly, Noumea, New Caledonia; or in Sydney from the French Government Tourist Office, 12 Castlereagh Street. Miss Joan Williams is in charge of the latter.

CUP FEVER: Melbourne's famous Cup will be run on November 5 this year and for the female of the species there will be an added attraction. Prizes—including overseas tours and motor cars—will be offered for the Best Dressed Women over the four main days of the racing carnival—the Derby, the Melbourne Cup, the Oaks and the Final Day.

NZ TOURIST HOTELS: The Tourist Hotel Corporation of New Zealand which operates five hotels in the North Island—including Chateau Tongariro, Lake House, Waikaremoana—and six in the South Island—including the Mt Cook Hermitage and Milford Hotel—has issued a most elaborate book on the subject.

THE PACIFIC

Presumably designed for tourist agents, it would also make a fine souvenir for tourists themselves. Not only is it illustrated with colour and black and white photographs but it gives a lot of the history of the areas served by each of the corporation's hotels. The corporation's address is 50-60 Cable St., Wellington, C3, NZ.

ADELAIDE FESTIVAL OF ARTS: This festival, which will be staged for the third time in March, has again drawn a galaxy of famous names.

Among them are Britain's noted composer and conductor, Sir William Walton, who will conduct the visiting Sydney Symphony Orchestra, and Italian conductor Alceo Galliera.

Four outstanding operatic singers in Britain, sopranos Marie Collier and Heather Harper, tenor Richard Lewis and baritone John Shaw will also appear.

The festival will include a spectacular production of "King Henry V" to celebrate the 400th anniversary of Shakespeare's birth.

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● PIM's shipping and airways schedules are up to the minute. They are revised each month just before publication from information supplied by the shipping and airways companies.

SHIPPING TIME-TABLES

All sailings are approximate and may vary by as much as two weeks.

Sydney-Fiji

MV Rona (4,500 tons) leaves Sydney approximately every three weeks for Suva and Lautoka with cargo and passengers. Next Sydney sailings: Sept. 15, Oct. 10 (approx.).

Details from Colonial Sugar Refining Co. Ltd., 9 Bent St., Sydney (B 0151).

Sydney-Fiji-Tonga-Samoa

Union Steam Ship Co. maintains monthly services from Melbourne and Sydney (periodically from Adelaide) to Lautoka, Suva (including transhipments for Vavau and Niue), Apia and Nukualofa.

Next sailing: Waiana late October.

Details from Union Steam Ship Co. of NZ Ltd., 247 George Street, Sydney (B 0528); or other branches and agents.

Sydney-Fiji-Vancouver

Pacific Shipowners, Ltd., of Suva, normally operate a service three times yearly with the Lakemba along the above route.

Next sailing from Sydney: Oct. 4 (approx.).

Details from American Trading and Shipping Co. Pty., Ltd., 19 Bridge St., Sydney (BU 4147).

Sydney-New Caledonia-New Hebrides-Fr. Polynesia

Vessels of Messageries Maritimes Line, from Marseilles, via West Indies and Panama, call about every six weeks at Papeete (with occasional calls at Taiohae, Marquesas Group), Vila, Noumea and Sydney, and return by same route.

Next inwards voyage, ex-Marseilles:

Caledonian: Papeete Oct. 6-9, Vila Oct. 16-17, Noumea Oct. 18-21, arr. Sydney Oct. 24.

Oceanien: Taiohae Dec. 17, Papeete Dec. 19-22, Vila Dec. 29-30, Noumea Dec. 31-Jan. 3, arr. Sydney Jan. 6.

Next outwards voyages, ex-Sydney:

Caledonien: Dep. Sydney Oct. 26, Noumea Oct. 29-Nov. 1, New Hebrides Nov. 2-8, Noumea Nov. 9, Papeete Nov. 15-19, Taiohae Nov. 22.

Oceanien: Dep. Sydney Jan. 8, Noumea Jan. 11-14, New Hebrides Jan. 15-21, Noumea Jan. 22, Papeete Jan. 28-Feb. 2.

Polynesie maintains monthly passenger sailings between Sydney, Noumea, Vila, Pt. Sandwich (occasionally), and Santo. Next Sydney sailings: Sept. 20, Oct. 18, Nov. 8, 29.

Details from Messageries Maritimes, 36 Grosvenor St., Sydney (BU 2654).

Sydney-NZ-Fiji-Tahiti Panama-UK

Southern Cross and Northern Star each make four round-the-world voyages per year, two west-bound, then two east-bound, calling at Fiji and Tahiti every trip.

Northern Star: From Southampton (UK), via Sth. Africa at Sydney Sept. 11-13, Wellington Sept. 16-18, Auckland Sept. 20, Suva Sept. 23, Papeete Sept. 27-28, thence via Panama to Southampton, arr. Oct. 22.

Southern Cross: From Southampton (UK), via Sth. Africa at Sydney Oct. 16-18, Wellington Oct. 21-23, Auckland Oct. 25, Suva Oct. 28, Papeete Oct. 28, thence via Panama to Southampton, arr. Nov. 27.

Details from Shaw Savill Line, 8a Castlereagh St., Sydney (BW 1828).

Sydney-Norfolk Is. New Caledonia

Colorado del Mar and Milos del Mar (owned by Societe Maritime Caledonienne, Noumea) carrying cargo only, make a regular three weekly voyage from Sydney or Melbourne to Norfolk Is., New Caledonia (Noumea).

Next sailings: Colorado del Mar from Sydney Sept. 17, Milos del Mar Sept. 23 (approx.).

Details from F. H. Stephens Pty. Ltd., 13 Bridge St., Sydney (27-3605).

Sydney-Norfolk Is.-New Hebrides-BSI-Bougainville

MV Tulagi leaves Sydney about every six weeks for Norfolk Is., Vila, Santo, Honiara and BSI ports, Bougainville ports. Next Sydney sailing: Oct. 24 (approx.).

Details from Burns, Philp and Co. Ltd., 7 Bridge Street, Sydney (B 0547).

Sydney-Papua-New Guinea

Malekula sails from Sydney for Brisbane, Pt. Moresby, Lae, Madang, Alexishafen, Wewak, Rabaul, Pt. Moresby, Sydney. Next Sydney sailing: Oct. 18 (approx.).

Malaita sails from Sydney for Brisbane, Pt. Moresby, Rabaul, Lombrum, Lorengau, Madang, Lae, Samarai, Brisbane, Sydney. Next Sydney sailing: Sept. 24.

Bulolo sails about every six weeks: Sydney, Brisbane, Pt. Moresby, Samarai, Lae, Madang, Rabaul, Samarai, Pt. Moresby, Brisbane, Sydney. Next Sydney sailing: Oct. 11 (approx.).

Montoro sails from Melbourne for Sydney, Brisbane, Pt. Moresby, Samarai, Rabaul, Kavieng, Wewak, Madang, Lae, Pt. Moresby, Sydney. Next Sydney sailing: Sept. 18 (approx.).

Burnside and Braeside sail about every four weeks from Sydney for Singapore and call (if cargo inducement offering) at Pt. Moresby (Papua) and Indonesian ports. Next Sydney sailing: Burnside Sept. 27.

Details from Burns, Philp and Co., Ltd., 7 Bridge Street, Sydney (B 0547).

Soochow: Leaves Sydney about every four weeks for Brisbane, Rabaul, Kavieng, Madang, Lae, Pt. Moresby, Sydney. Next Sydney sailings: Sept. 20, Oct. 25 (approx.).

Shansi: Leave Sydney every four weeks for Brisbane, Pt. Moresby, Samarai, Lae, Madang, Rabaul, Sydney. Next Sydney sailing: Oct. 10.

Details from New Guinea Australia Line (Swire and Yuill Pty., Ltd., agents), 8 Spring St., Sydney (BU 4701).

China Navigation Co. Ltd. vessels Anking and Anshun call at Pt. Moresby, Papua, on their way north from Sydney to Hong Kong. Next vessels:

Anshun: Dep. Sydney Sept. 18, for Brisbane Sept. 20, Pt. Moresby Sept. 24-25, thence Manila and Hong Kong.

Anking: Dep. Sydney Oct. 23 for Brisbane Oct. 25-26, Pt. Moresby Oct. 30-31, thence Manila and Hongkong.

Details from Swire and Yuill Pty. Ltd., agents, 8 Spring St., Sydney (BU 4701).

Elizabeth Boye: Leaves Sydney approximately every five weeks for Port Moresby, Wewak, Madang, Lae, Sydney. Next Sydney sailing: Oct. 3 (approx.).

Slitan: Leaves Sydney approximately every five weeks for Brisbane, Pt. Moresby, Rabaul, Wewak, Madang, Lae, Sydney. Next Sydney sailing: Sept. 30 (approx.).

Details from Karlander NG Line (F. H. Stephens Pty., Ltd., agents), 13 Bridge St., Sydney (BU 8311).

Austasia Line's vessel Matupi runs between Australian ports (turn round at Adelaide) and Papua-New Guinea.

Matupi: Dep. Melbourne Oct. 23, Sydney Oct. 29, Brisbane Nov. 1, Pt. Moresby Nov. 6, Lae Nov. 11, Madang Nov. 13, Rabaul Nov. 16.

Details from Blue Star Line (Aust.) Pty., Ltd., 17-19 Bridge St., Sydney (BU 1271).

Sydney - P-NG - Far East

Australia-West Pacific Line's Motorvessels maintain services between Australia and Hongkong via Islands ports.

Southbound vessels call at: NG, BSI (quarterly), New Hebrides (irregularly),

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National Library of Australia

and Australian ports. Northbound vessels from Sydney call regularly at NG ports.

Delos: From Adelaide, Melbourne and Sydney, dep. Brisbane Sept. 14, due Rabaul Sept. 18-19, Lae Sept. 20-22, Madang Sept. 23-24, Hong Kong Oct. 1; omitting Japan, dep. Hong Kong Oct. 3 for Rabaul Oct. 19-20, Madang Oct. 21-22, Lae Oct. 23-24, Brisbane Oct. 28, arr. Sydney approx. Nov. 1, thence on to Adelaide and Melbourne.

Milos: From NG, due at Sydney Sept. 26; due dep. Sydney Sept. 28 for Adelaide Oct. 1-3, Melbourne Oct. 5-11, returning Sydney Oct. 13. Next voyage: Dep. Sydney Oct. 16, Brisbane Oct. 18-19, Rabaul Oct. 23-24, Lae Oct. 25-26, Madang Oct. 27-28, thence to Japan via Hong Kong.

Details from Wilh. Wilhelmsen Agency, 13 Bridge St., Sydney (BU 6301).

Dominion Navigation Co. Ltd. (UK) vessels maintain monthly service between Sydney and Japan (via Manila, Hongkong and Keelung), return via Guam and Rabaul.

Francis Drake: Dep. Sydney Sept. 25, Brisbane Sept. 27, Hong Kong Oct. 12, Japan Oct. 25, Guam Nov. 1, Rabaul Nov. 6, Sydney arr. Nov. 13.

George Anson: Dep. Sydney Oct. 26, arr. Brisbane Oct. 27, Manila Nov. 9, Hong Kong Nov. 12, Japan Nov. 21, Guam Dec. 2, Rabaul Dec. 7, Sydney Dec. 14.

Details from H. C. Sleigh Ltd., 115 York Street, Sydney. Tel. (2-0253).

Sydney-Tahiti-Europe

Nederland Line Royal Dutch Mail's Oranje sails irregularly from Sydney for Europe, via NZ, Papeete and Panama Canal; occasionally calls are made also at Suva.

Next northbound Tahiti call: From Sydney, at Papeete Jan. 6-7, 1964.

Next southbound Tahiti call: Sept. 24-25, due at Sydney Oct. 4.

Details from Royal Interocean Lines, 261 George St., Sydney (2-0573).

Sydney-(or NZ)-North America

Cargo vessels operated by the Union Steam Ship Co., maintain two-monthly service across the Pacific, from Melbourne and Sydney to Vancouver and USA ports. Occasionally calls are made at Fanning Island.

Waitemata, from NZ ports, makes three or four trips yearly to Vancouver (via Rarotonga and Papeete). Due Rarotonga from US Oct. 10 (approx.).

Details from Union Steam Ship Co. of NZ Ltd., 247 George St., Sydney (B 0528); and other branches and agents.

Europe-Tahiti-New Caledonia BSI-P-NG-West NG

A regular service from the Continent and UK, via Panama, to Tahiti, New Caledonia, BSI, P-NG and West NG is operated jointly by Nederland Line Royal Dutch Mail and Royal Rotterdam Lloyd.

Wonosobo (RL): From Continent and London, due Papeete Oct. 18, Noumea Oct. 26, Honiara Oct. 30, Pt. Moresby Nov. 2, Rabaul Nov. 5, Lae Nov. 7, Madang Nov. 9, Kota Baru (opt.).

Details from Royal Interocean Lines, 261 George St., Sydney (2-0573).

Europe-Tahiti-New Hebrides-New Caledonia-Australia

Messageries Maritimes cargo vessels run monthly between France and Noumea via East Africa and Australia. From Sydney, vessels go to Brisbane and Noumea; return to France via Australian coastal ports.

Next sailings from Sydney: Vanoise Sept. 25 (Noumea Sept. 30); Velay Oct. 25 (Noumea Nov. 1).

Other MM vessels run between France and Sydney, via Panama Canal and Pacific ports.

Next vessels: Bardic (Papeete Oct. 12, Vila Oct. 24, Santo Oct. 25, Noumea Oct. 26, Australia Nov. 3). Euphrate (Papeete Dec. 12, Vila (opt.), Santo (opt.), Noumea Dec. 23, Australia Dec. 29).

Details from Messageries Maritimes, 36 Grosvenor St., Sydney (BU 2645).

Far East-Fiji-NZ-Sydney

Royal Interocean Lines operate a service from Singapore to Fiji, NZ, and Australia, with three vessels (Van Cloon, Van Noort and Van Neck) calling periodically at Suva and/or Lautoka.

Van Neck calls Lautoka Sept. 29, Suva Sept. 30; Van Cloon calls Lautoka Nov. 13, Suva Nov. 15.

Details from Royal Interocean Lines, 261 George Street, Sydney (2-0573).

Far East-P-NG-BSI-New Hebrides-Fiji-New Caledonia

China Navigation Co., Ltd., vessels maintain monthly service from Japan

The Pacific's Most Modern Cargo Fleet . . .

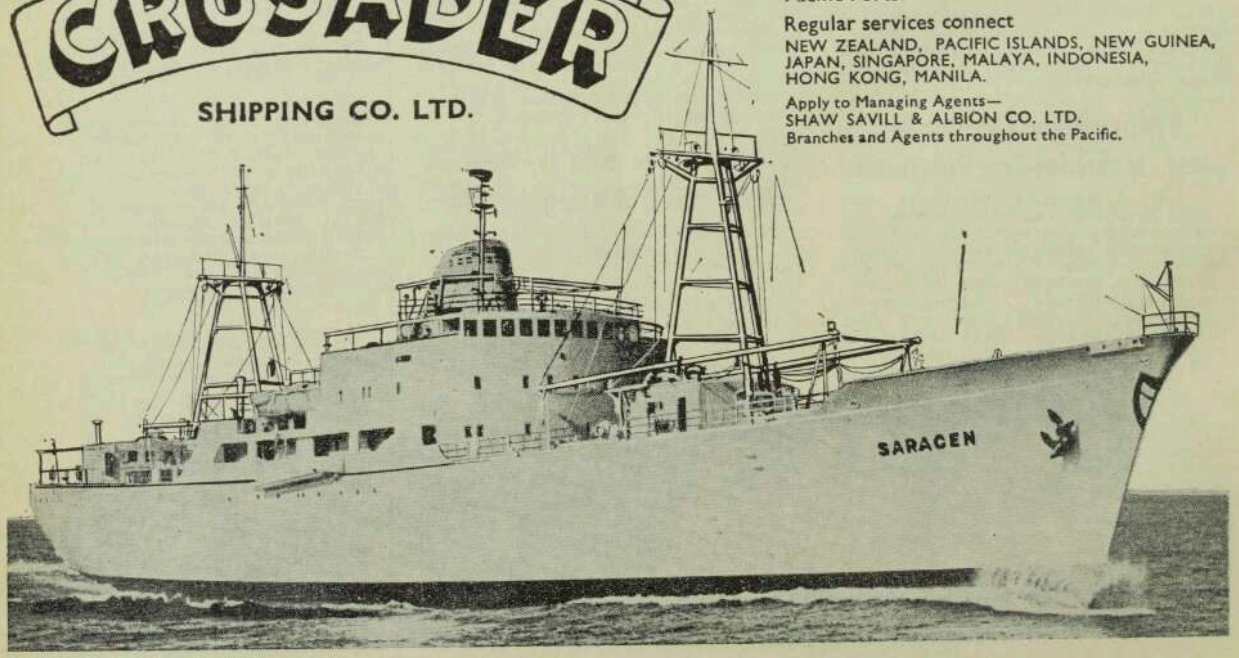
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CRUSADER SHIPPING CO. LTD.

Consign refrigerated and general cargo by *Crusader*, for fast, efficient delivery to leading Pacific Ports.

Regular services connect
NEW ZEALAND, PACIFIC ISLANDS, NEW GUINEA, JAPAN, SINGAPORE, MALAYA, INDONESIA, HONG KONG, MANILA.

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SHAW SAVILL & ALBION CO. LTD.
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Australia-NZ-Fiji-Canada-USA

		ORIANA	ORONSAY	ORCADES	ORSOVA
SYDNEY	depart	Sept. 20	Oct. 24	Via	Nov. 5
AUCKLAND	arr/dep	Sept. 22-23	Oct. 27	the	Nov. 8
SUVA	arr/dep	Sept. 25	Oct. 30	Panama	Nov. 11
HONOLULU	arr/dep	Sept. 29	Nov. 4	Canal	Nov. 16
VANCOUVER	arr/dep	Oct. 3-4		Nov. 9-10	Nov. 21-22
SAN FRANCISCO	arr/dep	Oct. 6-7	Nov. 9-10		Nov. 24-25
LOS ANGELES	arr/dep	Oct. 8	Nov. 11		Nov. 26
HONOLULU	arr/dep	Oct. 12	thence UK	Nov. 15	Dec. 1
SUVA	arr/dep	Oct. 18		Nov. 22	Dec. 8
AUCKLAND	arr/dep	Oct. 20	via West	Nov. 25	Dec. 11
SYDNEY	arrive	Oct. 23	Indies	Nov. 28	Dec. 14

** Los Angeles. †† Vancouver.

Details from P. and O.-Orient Lines of Aust. Pty., Ltd., 2-6 Spring St., Sydney (B 0532)

USA-Eastern Pacific-NZ-Sydney-Central Pacific-Hawaii

		MONTEREY	MARIPOSA	MONTEREY	MARIPOSA
SAN FRANCISCO	depart	Sept. 19	Oct. 13	Nov. 3	Nov. 28
LOS ANGELES	arr/dep	Sept. 20	Oct. 14	Nov. 4	Nov. 29
BORA BORA	arr/dep	Sept. 28	Oct. 22	Nov. 12	Dec. 7
PAPEETE	arr/dep	Sept. 29-Oct. 1	Oct. 23-25	Nov. 13-15	Dec. 8-10
RAROTONGA	arr/dep	Oct. 2	Oct. 26	Nov. 16	Dec. 11
AUCKLAND	arr/dep	Oct. 7-8	Oct. 31-Nov. 1	Nov. 21-22	Dec. 16-17
SYDNEY	arr/dep	Oct. 11-14	Nov. 4-7	Nov. 25-28	Dec. 20-23
NOUMEA	arr/dep	Oct. 17	Nov. 10	Dec. 1	Dec. 26
SUVA	arr/dep	Oct. 19	Nov. 12	Dec. 3	Dec. 28
NIUAFOOU	arr/dep	Oct. 20	Nov. 13	Dec. 4	Dec. 29
PAGO PAGO	arr/dep	Oct. 20	Nov. 13	Dec. 4	Dec. 29
HONOLULU	arrive	Oct. 25-26	Nov. 18-19	Dec. 9-10	Jan. 3-4
SAN FRANCISCO	arr/dep	Oct. 31	Nov. 24	Dec. 15	Jan. 8

Details from Matson Lines, 50 Young St., Sydney. (BU 4272).

southwards through P-NG, BSI, New Hebrides, Fiji and N. Caledonia; usually return to Japan direct.

Chungking: From Japan and Hong Kong, due Wewak Sept. 17, Madang Sept. 20, Lae Sept. 23, Kavieng Sept. 26, Rabaul Sept. 29, Pt. Moresby Oct. 6, Suva/Lautoka Oct. 11, Noumea Oct. 18, thence to Japan due Nov. 5.

Chengtu: From Japan and Hong Kong, due Rabaul Oct. 23, Madang Oct. 26, Lae Oct. 29, Samarai Nov. 1, Pt. Moresby Nov. 6, Noumea Nov. 11, thence to Japan, due Nov. 27.

Herbjorn: From Japan and Hong Kong, due Kavieng Nov. 10, Rabaul Nov. 13, Madang Nov. 16, Lae Nov. 19, Pt. Moresby Nov. 26, Honiara Nov. 29, Santo Dec. 2, Vila Dec. 5, Suva/Lautoka Dec. 7, Noumea Dec. 16, thence to Japan, due Jan. 4.

Details from China Navigation Co., Ltd. (Swire and Yuill Pty., Ltd., agents), 8 Spring St., Sydney (BU 4701).

New Zealand-Cook Is.

NZGS Moana Roa (40 passengers) makes approximately monthly voyages from Auckland (NZ) to Rarotonga (Cook Islands), with calls at Niue and some other Cook Islands when cargo warrants.

Details from NZ Department of Island Territories, Wellington (Tel. 45-117), or any office of Union SS Co. of NZ, Ltd.

NZ-Fiji-Tonga-Samoa

Tofua maintains a service from Auckland to Suva, Nukualofa, Vavau, Niue, Pago Pago, Apia, Suva and return to Auckland. Next Auckland sailings: Oct. 15, Nov. 12.

Matua maintains a service from Auckland to Lautoka, Suva, Nukualofa, Apia, Suva, and return to Auckland. Next Auckland sailings: Oct. 1, Oct. 31, Nov. 23.

Details from Union Steam Ship Co. of NZ, Quay and Commerce Sts., Auckland. (Tel.: 49-430).

NZ-New Caledonia - P-NG-Far East

Crusader Shipping Co.'s cargo vessels, running between NZ and the Far East, call at New Caledonia and Papua, and, in some instances, Guam. Next voyage:

Port Adelaide: Dep. Auckland Sept. 27 for Noumea Sept. 30, Pt. Moresby Oct. 4, thence Singapore, Pt. Swettenham, Manila, Hong Kong and Shanghai.

Details from Shaw, Savill Line, agents, 101 Queen St., Auckland. (Tel. 30-310).

New Zealand-Tahiti

New Zealand Shipping Co. Ltd. vessels, operating between NZ and UK, via Panama, make a call every two months at Tahiti, northbound and southbound.

Next southbound voyage: Rangitoto from London, due Papeete Oct. 16.

Next northbound voyage: Ruahine, dep. Wellington Oct. 12, due Papeete Oct. 17.

Details from NZ Shipping Co. Ltd., Customhouse Quay, Wellington, NZ.

Crusader Shipping Co. Ltd., Wellington, NZ, makes a call every two months (approx.) at Papeete on north-bound voyages of its West Coast Nth. American service. Next voyage: Knight Templar dep. Auckland Oct. 25 (approx.), at Papeete Nov. 1 (approx.).

Tonga-Fiji-Samoa

Tonga Shipping Agency operates a cargo and passenger service between Nukualofa and Fiji (Suva, Lautoka, Ellington, Rotuma) with MV Aoniu. Calls are also made as required at Apia (W. Samoa) and Pago Pago (Am. Samoa). Turn-round in Suva is usually two days, and the Agents there are W. R. Carpenter (Fiji) Ltd.

UK-Panama-Samoa-Fiji

The Fiji Direct Service is maintained by Conference vessels, sailing at regular monthly intervals out of London, via Panama, for Apia, Suva and Lautoka, Bethell, Gwyn and Co., Ltd., act as Loading Brokers in London.

Next sailings, ex-London: Oct. 10, Nov. 7.

UK-Papua-NG-BSI

Bank Line operates a direct service from Europe to P-NG and BSI, vessels going on to Australia for cargo-loading and returning to UK via Suez. Next vessels:

Cedarbank: From Continent, due Pt. Moresby Sept. 28, Samarai Sept. 30, Lae Oct. 1, Madang Oct. 3, Wewak Oct. 5, Kota Baru (if inducement), Rabaul Oct. 10, Kavieng Oct. 12, Honiara Oct. 14.

Larchbank: From Continent and London, due at Pt. Moresby Oct. 16, Samarai Oct. 18, Lae Oct. 19, Madang Oct. 21, Wewak Oct. 23, Rabaul Oct. 27, Honiara Oct. 30.

Details from Bank Line (A/asia.) Pty. Ltd., 269 George St., Sydney (BU 2041).

UNION STEAM SHIP CO. OF N.Z. LIMITED

Serving the Pacific since 1875.

Regular Sailings by Modern Vessels

From Melbourne and Sydney (periodically Adelaide) to Lautoka, Suva (including transhipments for Vavau and Niue), Apia and Nukualofa.

Also from Auckland to Lautoka, Suva, Nukualofa, Vavau, Niue, Pago Pago and Apia.

Ship your cargo by a Union Company Vessel.

BRANCHES AT ALL MAIN AUSTRALIAN, NEW ZEALAND AND ISLAND PORTS.

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USA-Tahiti-Am. Samoa-Fiji-Australia

Matson-Oceanic Line operates a five-weeks passenger-cargo service from Los Angeles with the Sonoma, Sierra and Ventura. Terminal ports, in Australia, vary with cargoes offering. Vessels call at Papeete, Pago Pago, Suva, Sydney, Brisbane, etc.

Next trans-Pacific sailings: From Brisbane, Sonoma Oct. 4 (approx.); Sierra Oct. 28 approx.); Ventura Dec. 12 (approx.).

Details from Matson Lines, 82 Elizabeth St., Sydney (BU 4272).

American Pioneer Line ships on US Atlantic Coast-Panama-Sydney service make periodical calls at Tahiti on southbound voyage. Next Papeete calls: American Flyer Oct. 9; Pioneer Gem Oct. 21.

Details from Wilh. Wilhelmsen Agency, 13 Bridge St., Sydney (BU 6301).

USA-Tahiti-Samoa-Fiji-New Caledonia

Pacific Islands Transport Line's vessels Thorsisle and Thor I maintain approximately six weeks service from West Coast Nth. American ports to Pacific Islands.

Thorsisle: From US, arr. Papeete Sept. 25, Pago Pago Oct. 1, Apia Oct. 5, Suva Oct. 9, Noumea Oct. 12, Nukualofa Oct. 16, Apia (open), dep. Pago Pago Oct. 21, arr. Los Angeles Nov. 3, San Francisco Nov. 6.

Thor I: Dep. San Francisco Oct. 19, Los Angeles Oct. 23, arr. Papeete Nov. 2, Pago Pago Nov. 8, Apia Nov. 13, Suva Nov. 17, Noumea Nov. 20, dep. Pago Pago Nov. 27, arr. Los Angeles Dec. 10, San Francisco Dec. 13.

Details from General Steamship Corporation Ltd., 1 Bush St., San Francisco, USA and Islands Agents.

PACIFIC AIR FARES

(APPROXIMATE ONLY)

FROM SYDNEY (Aust. currency) TO—

	Single £ s. d.	Return £ s. d.
Moresby	48 14 0	92 5 0
Lae	60 4 0	115 5 0
Rabaul	70 9 0	135 15 0
Noumea	56 18 0	108 3 0
Honiara	92 4 0	179 5 0
Norfolk Is.	27 10 0	52 5 0
Lord Howe	16 9 0	32 18 0
Nadi	85 9 0	162 8 0
Suva	91 5 0	175 0 0
Auckland	54 10 0	103 11 0
Christchurch	54 10 0	103 11 0
Wellington	54 10 0	103 11 0
Pago Pago	121 4 0	278 4 0
Honolulu	282 12 0	536 19 0
San Francisco	350 9 0	665 18 0
Vancouver	350 9 0	665 18 0
Papeete	181 5 0	344 8 0
FROM AUCKLAND (NZ currency) TO—		
Nadi	43 0 0	81 4 0
Norfolk Is.	20 15 0	39 9 0
Papeete	114 10 0	217 11 0
Noumea	45 10 0	86 19 0
FROM SUVA (Fiji currency) TO—		
Nadi	5 16 0	12 12 0
Nukualofa	18 10 0	45 3 0
Apia	25 0 0	47 10 0
Honiara	67 10 0	128 5 0
Vila	30 13 0	58 5 0
Santo	39 14 0	75 9 0
FROM NADI (Fiji currency) TO—		
Pago Pago	31 15 0	60 7 0
Noumea	35 11 0	67 11 0
Papeete	87 5 0	165 16 0

Fares quoted are First Class.

AIRWAYS TIME-TABLES

TRANS-PACIFIC SERVICES

Australia-Fiji-Hawaii-USA

BY QANTAS EMPIRE AIRWAYS

(Boeing 707 V-Jets)

NORTHBOUND

Tues., Thurs. and Sun.: Sydney (dep. 7 p.m.), Nadi (arr. 12.40 a.m., dep. 1.25 a.m.), Honolulu, San Francisco.

Mon., Wed. and Sat.: Sydney (dep. 7 p.m.), Nadi (arr. 12.40 a.m., dep. 1.25 a.m.), Honolulu, San Francisco, New York.

Fri.: Sydney (dep. 7 p.m.), Nadi (arr. 12.40 a.m., dep. 1.25 a.m.), Honolulu, San Francisco (extends to Vancouver alternate weeks; from Sydney, Sept. 27, Oct. 11, 25, Nov. 8, 22, etc.).

SOUTHBOUND

Mon., Wed. and Fri.: New York, San Francisco, Honolulu, Nadi (arr. 3.25 a.m., dep. 4.15 a.m.), Sydney (arr. 6.30 a.m.).

Tues., Thurs. and Sun.: San Francisco, Honolulu, Nadi (arr. 3.25 a.m., dep. 4.15 a.m.), Sydney (arr. 6.30 a.m.).

Sat.: San Francisco (service begins from Vancouver alternate Sats.: Sept. 28, Oct. 12, 26, Nov. 9, 23, etc.), Honolulu, Nadi (arr. 3.25 a.m., dep. 4.15 a.m.), Sydney (arr. 6.30 a.m).

(International Dateline is crossed between Nadi and Honolulu.)

BY CANADIAN PACIFIC AIRLINES

(Bristol Britannia and DC8 Jet)

NORTHBOUND

Alt. Sat. (Sept. 21, Oct. 5, 19, Nov. 2, 16, 30, etc.): Dep. Sydney 11 a.m. by Britannia for Auckland (arr. 4.50 p.m.).

Weekly from Auckland, dep. 5.35 p.m. every Sat. for Nadi (arr. 9.40 p.m., dep. 10.35 p.m.), Honolulu (arr. Sat. 10 a.m., dep. Sun. 10 a.m. by DC8), Vancouver, Amsterdam (arr. Mon. 2.25 p.m.).

SOUTHBOUND

Weekly from Amsterdam, dep. 2 p.m. every Sat. by DC8 for Vancouver, Honolulu (arr. Sun. 10.35 p.m., dep. Sun. 11.55 p.m. by Britannia), Nadi (arr. Tues. 7.20 a.m., dep. 8.05 a.m.), Auckland (arr. 12.15 p.m.).

Alt. Tues. (Sept. 17, Oct. 1, 15, 29, Nov. 12, 26, etc.): Dep. Auckland 1.05 p.m. for Sydney (arr. Tues. 3.35 p.m.).

(International Dateline crossed between Nadi-Honolulu.)

Australia-Fiji (or Am. Samoa) Hawaii-USA

BY PAN AMERICAN AIRWAYS

(Intercontinental Jet Clippers)

Effective only until Sept. 28, 1963

NORTHBOUND

Sun., Thur.: Dep. Sydney 5 p.m. for Nadi (arr. 10.45 p.m., dep. 11.30 p.m.), Honolulu and Los Angeles (arr. Sun., Thurs. 5.25 p.m.). Connections at Honolulu for San Francisco, Portland and Seattle.

Tues.: Dep. Sydney 5 p.m. for Pago Pago, Am. Samoa (arr. 12.55 a.m., dep. 1.45 a.m.), Honolulu and Los Angeles (arr. Tues. 5.25 p.m.).

NORTHBOUND

Effective from Sept. 29, 1963

Mon., Thurs.: Dep. Sydney 5.30 p.m. for Nadi (arr. 11.20 p.m., dep. 11.59 p.m.), Honolulu and Los Angeles, arr. Mon., Thurs., 6.15 p.m.

Sat.: Dep. Sydney 5.30 p.m. for Pago Pago (arr. 1.50 a.m., dep. 2.35 a.m.), Honolulu and Los Angeles (arr. 6.15 p.m.).

SOUTHBOUND

Effective only until Sept. 28, 1963

Tues., Fri.: Dep. Los Angeles 8 p.m. for Honolulu, Nadi, (arr. 4.15 a.m., Thurs., Sun., dep. 5 a.m.) and Sydney (arr. 7.20 a.m. Thurs., Sun.).

Sun.: Dep. Los Angeles 8 p.m. for Honolulu, Pago Pago (arr. 4.10 a.m. Mon., dep. 5 a.m.) and Sydney (arr. 8 a.m. Tues.).

SOUTHBOUND

Effective from Sept. 29, 1963

Tues., Sat.: Dep. Los Angeles 9 p.m. for Honolulu, Nadi (arr. 4.45 a.m., Thurs., Mon., dep. 5.30 a.m.), and Sydney (arr. Thurs., Mon. 7.45 a.m.).

Thurs.: Dep. Los Angeles 9 p.m. for Honolulu, Pago Pago (arr. 4.45 a.m., dep. 5.30 a.m.), and Sydney (arr. 8.20 a.m. Sat.).

(International Dateline crossed between Nadi-Honolulu, and Sydney-Pago Pago.)

Australia-New Caledonia-Fiji-Tahiti-USA

TAI-Air France with DC8 Jet

Wed.: Dep. Sydney 8.45 a.m. for Noumea (arr. 12.20 p.m., dep. 2.15 p.m.), Nadi (arr. 5 p.m., dep. 5.50 p.m.), cross International Dateline, Papeete (arr. Tues. 11.55 p.m., dep. Fri. 8.15 a.m.), Los Angeles (arr. Fri. 7.30 p.m.). Immediate connection by Boeing non-stop to Paris.

Sat.: Dep. Los Angeles 1 a.m., Papeete (arr. Sat. 6.15 a.m., dep. Sun. 1.40 a.m.), cross International Dateline, Nadi (arr. Mon. 4.25 a.m., dep. 5.25 a.m.), Noumea (arr. Mon. 6.30 a.m., dep. 8.30 a.m.), Sydney (arr. Mon. 10.25 a.m.).

AUSTRALIA-NEW ZEALAND

Auckland-Brisbane

QANTAS-TEAL with Electra Mk. II's

Sat., Sun.: Dep. Auckland 11 a.m., arr. Brisbane 1.30 p.m.

Sat., Sun.: Dep. Brisbane 3 p.m., arr. Auckland 8.45 p.m.

Auckland-Melbourne

QANTAS-TEAL with Electra Mk. II's

Wed., Fri.: Dep. Auckland 8.30 a.m., arr. Melbourne 11.30 a.m.

Thurs., Sat.: Dep. Melbourne 12.30 p.m., arr. Auckland 7 p.m.

Christchurch-Melbourne

QANTAS-TEAL, with Electra Mk. II's

Wed., Sun.: Dep. Christchurch 7 p.m., arr. Melbourne 9.40 p.m.

Mon., Thurs.: Dep. Melbourne 12.30 p.m., arr. Christchurch 6.40 p.m.

Sydney-Auckland

QANTAS-TEAL, with Electra Mk. II's.

Daily: Dep. Auckland 9 a.m., arr. Sydney 11.05 a.m.

Daily: Dep. Sydney 1 p.m., arr. Auckland 6.35 p.m.

Additional Wed., Fri.: Dep. Auckland 1.30 p.m., arr. Sydney 3.35 p.m. Dep. Sydney 4.30 p.m., arr. Auckland 10.05 p.m.

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BOAC, with Comet IV's.
Mon., Thurs.: Dep. Sydney 9.45 a.m., arr. Auckland 2.45 p.m.
Tues., Sat.: Dep. Auckland 8.30 a.m., arr. Sydney 10 a.m.

Sydney-Christchurch

QANTAS-TEAL, with Electra Mk. II's
Wed., Sat., Sun.: Dep. Sydney 12.15 p.m., arr. Christchurch 6.05 p.m.
Mon., Thurs., Sat.: Dep. Christchurch 7.30 p.m., arr. Sydney 9.35 p.m.

Sydney-Wellington

QANTAS-TEAL, with Electra Mk. II's
Daily: Dep Sydney 9.30 a.m., arr. Wellington 3.30 p.m.
Daily: Dep. Wellington 4.30 p.m., arr. Sydney 6.50 p.m.

AUSTRALIA-PACIFIC ISLANDS

Sydney-Brisbane-Honolulu

By Qantas Empire Airways, with Boeing 707 V-Jets

NORTHBOUND

Weekly from Sydney, dep. 5 p.m. every Sat., arr. Brisbane 6.15 p.m., dep. Brisbane 7 p.m., arr. Honolulu 7.30 a.m. Sat.

SOUTHBOUND

Weekly from Honolulu, dep. 2.30 p.m. every Sat., arr. Brisbane 7.30 p.m. Sun., dep. Brisbane 8.15 p.m., arr. Sydney 9.25 p.m.

Sydney-Lord Howe Is.

Airlines of N.S.W. (Sandringham Flying-boats).

Return flight from Rose Bay base every Tues. and Sat. Also on Thurs. Sept. 19 and Thurs. Oct. 3. Departure time from Sydney is dependent on time of high tide at Lord Howe Is.

Sydney-Norfolk Is.

QANTAS, with Skymaster DC4 Aircraft

Sat.: Dep. Sydney 8 a.m., arr. NI 2.45 p.m. Flight extends NI-Auckland-NI. (See "Inter-Territory Services").
Sun.: Dep. NI 2.45 p.m., Sydney arr. 6.45 p.m.

Sydney-New Caledonia

QANTAS, with Boeing 707 Jet

Thurs.: Dep. Sydney 10.15 a.m., arr. Noumea 1.45 p.m.
Thurs.: Dep. Noumea 3 p.m., arr. Sydney 4.50 p.m.

Sydney-Papua-New Guinea

Trans Australia Airlines and Ansett-ANA operate from Sydney to Lae and return with DC6B's. TAA runs the service Mondays, Wednesdays, Saturdays; Ansett-ANA Tuesdays, Thursdays, Fridays.

NORTHBOUND

Dep. Sydney daily except Sunday at 9.45 p.m., arr. Brisbane 11.50 p.m.
Dep. Brisbane daily except Monday at 12.40 a.m., arr. Port Moresby 6.10 a.m., dep. Port Moresby 7 a.m., arr. Lae 8 a.m.

SOUTHBOUND

Dep. Lae daily except Monday at 9.15 a.m., arr. Port Moresby 10.15 a.m., dep. Port Moresby 11 a.m., arr. Brisbane 4.15 p.m., dep. Brisbane 4.50 p.m., arr. Sydney 6.55 p.m.

Qld.-Papua-New Guinea

TAA, with Fokker Friendship Prop-Jet

Alt. Mon.: Dep. Townsville 12.30 p.m., Cairns arr. 1.25 p.m., dep. 2.30 p.m., arr. Pt. Moresby 4.50 p.m. (Sept. 16, 30, Oct. 7, 21, Nov. 4, 18, etc.).
Alt. Wed.: Dep. Lae 12.30 p.m., Pt. Moresby arr. 1.30 p.m., dep. 2.15 p.m., Cairns arr. 4.35 p.m., dep. 5.35 p.m., arr. Townsville 6.30 p.m. (Sept. 18, Oct. 2, 16, 30, Nov. 13, 27, etc.).

CAIRNS-PT. MORESBY-CAIRNS

Ansett, with Fokker Friendship Prop-Jet

Alt. Sat.: Dep. Cairns 3.35 p.m., arr. Pt. Moresby 5.55 p.m. (Sept. 21, Oct. 5, 19, Nov. 2, 16, 30, etc.).
Alt. Sun.: Dep. Pt. Moresby 9.05 a.m., arr. Cairns 11.25 a.m. (Sept. 22, Oct. 6, 20, Nov. 3, 17, etc.).

INTER-TERRITORY SERVICES

Fiji-Am. Samoa

PAA, with DC7C Aircraft
Effective only until Sept. 28, 1963

Mon.: Dep. Nadi 12 noon, cross International Dateline, arr. Pago Pago (Am. Samoa) 4.05 p.m. Sun.
Tues.: Dep. Pago Pago 9.30 a.m., cross International Dateline, arr. Nadi 11.40 a.m. Wed.

PACIFIC ISLANDS TRANSPORT LINE

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Fri.: Dep. Nadi 12 noon, cross International Dateline, arr. Pago Pago 4.05 p.m. Thurs.

Sat.: Dep. Pago Pago 9.30 a.m., cross International Dateline, arr. Nadi 11.40 a.m. Sun.

Fiji-Am. Samoa-Tahiti

TEAL, with Electra Mk. II.

Mon.: Dep. Nadi 3.30 a.m., cross International Dateline, arr. Pago Pago Sun. 7.10 a.m., dep. 7.45 a.m., arr. Papeete Sun. 12.50 p.m.

Mon.: Dep. Papeete 7 a.m., arr. Pago Pago 10.25 a.m., dep. 11 a.m., cross International Dateline, arr. Nadi Tues. 12.40 p.m.

Fiji-New Hebrides-BSI

Fiji Airways, Ltd., with Heron Aircraft

Mon. and alternate Thurs. (from Sept. 19): Dep. Suva 9 a.m., Nadi arr. 9.40 a.m., dep. 10.25 a.m., Vila arr. 1 p.m. Next day (Tues. or Fri.) dep. Vila 8 a.m., Santo arr. 9.15 a.m., dep. 9.45 a.m., Honiara arr. 1.40 p.m.

Wed. and alternate Sat. (from Sept. 21): Dep. Honiara 6.45 a.m., Santo arr. 10.40 a.m., dep. 11.10 a.m., Vila arr. 12.25 p.m., dep. 1.10 p.m., Nadi arr. 5.45 p.m., dep. 6.30 p.m., Suva arr. 7.15 p.m.

Fiji-New Zealand

PAA, with DC7C Aircraft
Effective only until Sept. 28, 1963

Sun., Thurs.: Dep. Nadi 5.30 a.m. for Auckland, arr. 10.15 a.m.

Sun., Thurs.: Dep. Auckland 5.30 p.m. for Nadi, arr. 10.15 p.m.

Effective from Sept. 29, 1963

Mon., Thurs.: Dep. Nadi 6 a.m. for Auckland, arr. 10.45 a.m.

Mon., Thurs.: Dep. Auckland 5.30 p.m. for Nadi, arr. 10.15 p.m.

TEAL, with Electra Mk. II's.

Daily (except Mon.)*: Dep. Auckland 8.30 p.m., arr. Nadi 12.15 a.m.

Tues.: Dep. Nadi 1.30 p.m., arr. Auckland 5.20 p.m.

Thurs., Sat., Sun.: Dep. Nadi 3.45 a.m., arr. Auckland 9.35 a.m.

Wed., Fri.: Dep. Nadi 8.45 a.m., arr. Auckland 12.35 p.m.

* Wed., Sat., flights ex-Auckland, and Thurs., Sun., flights ex-Nadi are operated by Qantas under charter to TEAL.

Fiji-Tonga

Fiji Airways, Ltd., with Heron Aircraft

Alt. Thurs. (Sept. 19, Oct. 10, 24): Dep. Suva 7 a.m., arr. Nukualofa 11.15 a.m.

Alt. Sat. (Sept. 21, Oct. 5, 19): Dep. Nukualofa 9.30 a.m., arr. Suva 11.45 a.m.

Alt. Sat. (Sept. 28, Oct. 12, 26): Dep. Suva 7 a.m., arr. Nukualofa 11.15 a.m., dep. Nukualofa 12.30 p.m., arr. Suva 2.45 p.m.

Details from Fiji Airways, Ltd., Victoria Arcade, Suva.

Fiji-Western Samoa

Fiji Airways, Ltd., with Heron Aircraft

Alt. Thurs. (Sept. 26, Oct. 10, 24, Nov. 7, 21, etc.): Dep. Suva 7.45 a.m., cross International Dateline, arr. Apia 1.25 p.m., Wed. (Sept. 25, Oct. 9, 23, Nov. 6, 20, etc.).

Alt. Thurs. (Sept. 26, Oct. 10, 24, Nov. 7, 21, etc.): Dep. Apia 10 a.m., cross International Dateline, arr. Suva 1.40 p.m. Fri. (Sept. 27, Oct. 11, 25, Nov. 8, 22, etc.).

New Caledonia-New Hebrides

TAI, with DC4 Aircraft

Thurs., Sat.: Dep. Noumea 8 a.m. for Vila (arr. 9.55 a.m., dep. 10.30 a.m.), Santo (arr. 11.45 a.m., dep. 1.15 p.m.), Vila (arr. 2.30 p.m., dep. 3.05 p.m.), Noumea (arr. 5 p.m.).

New Caledonia-NZ

TAI, with DC4 Aircraft

Fri.: Dep. Noumea 8.30 a.m. for Auckland, arr. 3.10 p.m.

Fri.: Dep. Auckland 5 p.m. for Noumea arr. 10 p.m.

New Caledonia-Wallis Island

TAI, with DC4 Aircraft

Monthly service (second Saturday)

Sat. (Oct. 12, Nov. 9, etc.): Dep. Noumea 11 p.m. for Wallis Is. (arr. Sun 6.30 a.m.).

Tues. (Sept. 17, Oct. 15, etc.): Dep. Wallis Is. 4.45 p.m., Noumea arr. 10.15 p.m.

Norfolk Is.-New Zealand

TEAL, by Qantas Skymaster (Charter)

Sat.: Dep. NI 4 p.m., Auckland, arr. 7.45 p.m.

Sun.: Dep. Auckland 10.30 a.m., arr. NI 1.30 p.m.

P-NG-Solomons

TAA, with Fokker Prop-Jet and DC3.

Alt. Tues.: Dep. Lae (DC3) 6 a.m. for Rabaul, Buka, Munda, Yandina, Honiara, arr. 4.20 p.m. (Sept. 24, Oct. 8, 22, Nov. 5, 19, etc.).

Alt. Wed.: Dep. Honiara (DC3) 7.30 a.m. for Yandina, Munda, Buka, Rabaul, Lae, arr. 3.45 p.m. (Sept. 25, Oct. 9, 23, Nov. 6, 20, etc.).

Alt. Tues.: Dep. Lae (Fokker) 9 a.m. for Rabaul, Buka, Munda, Honiara, arr. 4.20 p.m. (Sept. 17, Oct. 1, 15, 29, Nov. 12, 26, etc.).

Alt. Wed.: Dep. Honiara (Fokker) 6.45 a.m. for Munda, Buka, Rabaul, Lae arr. 12 noon (Sept. 18, Oct. 2, 16, 30, Nov. 13, 27, etc.).

P-NG - West NG

TAA, with DC3 Aircraft

Alt. Tues. (Sept. 17, Oct. 1, 15, 29, Nov. 12, 26, etc.): Dep. Lae 9 a.m. for Madang, Wewak, Kota Baru, arr. 1.35 p.m.

Alt. Wed. (Sept. 18, Oct. 2, 16, 30, Nov. 13, 27, etc.): Dep. Kota Baru 11.35 a.m. for Wewak, Madang, Lae, arr. 5.05 p.m.

BIAK (WEST NG)-LAE
Garuda Indonesian Airways (DC3).

Alt. Tues. (Sept. 24, Oct. 8, 22, Nov. 5, 19, etc.): Dep. Biak 6.15 p.m., Kota Baru, arr. 8.25 a.m., dep. 9.25 a.m., arr. Lae 1.30 p.m.

Alt. Wed. Sept. 25, Oct. 9, 23, Nov. 6, 20, etc.): Dep. Lae 9.15 a.m., Kota Baru, arr. 12.15 p.m., dep. 1 p.m., arr. Biak 3.10 p.m.

Tahiti-Hawaii

TAI, with DC8 Jet Aircraft

Alt. Wed. (Sept. 18, Oct. 2, 16, 30, Nov. 13, 27, etc.): Dep. Papeete 3.30 p.m. for Honolulu, arr. 9.05 p.m.

Alt. Thurs. (Sept. 19, Oct. 3, 17, 31, Nov. 14, 28, etc.): Dep. Honolulu 11.45 p.m. for Papeete, arr. alt. Fri. 5.20 a.m.

South Pacific Airlines with Super-G Constellation Aircraft

Fri.: Dep. Honolulu 11.30 p.m., arr. Papeete Sat. 8.30 a.m.

Sat.: Dep. Papeete 10 p.m., arr. Honolulu Sun. 7 a.m.

Details from South Pacific Airlines, 311 California St., San Francisco, USA.

Tahiti-USA

TAI, with DC8 Jet Aircraft

Fri. and alt. Wed. (Sept. 25, Oct. 9, 23, Nov. 6, 20, etc.): Fri. dep. Papeete 8.15 a.m. for Los Angeles, arr. 7.30 p.m. Wed.: Dep. Papeete 10 a.m. for Los Angeles, arr. 9.15 p.m.

Sat. and alt. Thurs. (Sept. 26, Oct. 10, 24, Nov. 7, 21, etc.): Dep. Los Angeles 1 a.m. for Papeete, arr. 6.15 a.m.

W. Samoa-Am. Samoa

Polynesian Airlines Ltd., with DC3 Aircraft

Between Western Samoa and American Samoa—flight time: 45 minutes.

Dep. Faleolo (W. Samoa): Sun. 7 a.m., 3 p.m.; Mon. 9.15 a.m.; Tues. 8 a.m.; Wed. 9.15 a.m.; Sat. 2 p.m.

Dep. Pago Pago (American Samoa): Sun. 8.15 a.m., 4.30 p.m.; Mon. 10.45 a.m.; Tues. 9.30 a.m.; Wed. 10.45 a.m.; Sat. 3.15 p.m.

W. Samoa-Cook Islands

Polynesian Airlines Ltd., with DC3

Between Western Samoa and Cook Islands (Aitutaki and Rarotonga).

Dep. Faleolo 8 a.m. each alternate Friday (Sept. 27, Oct. 11, 25, etc.), arr. Aitutaki 2.10 p.m., dep. 2.55 p.m., arr. Rarotonga 4 p.m.

Dep. Rarotonga 7 a.m. alt. Sat. (Sept. 28, Oct. 12, 26, etc.), arr. Aitutaki 8.05 a.m., dep. Aitutaki 8.50 a.m., arr. Apia 1.20 p.m.

Agents: Gold Star Transport Co. Ltd., Apia; R. E. Pritchard, Pago Pago.

INTERNAL SERVICES

Fiji

Fiji Airways, Ltd., with Heron and Drover Aircraft

Suva-Nadi-Suva: Two flights daily (Wed., Fri. and Sun. morning timetables 30 mins. earlier): Dep. Suva 8 a.m., arr. Nadi 8.45 a.m., dep. Nadi 9.15 a.m., arr. Suva 10.05 a.m.; and dep. Suva 3 p.m., arr. Nadi 3.45 p.m., dep. Nadi 4.10 p.m., arr. Suva 5 p.m.—all Heron flights.

Suva-Nadi: Dep. (Drover) Suva alt. Wed. 3.05 p.m., arr. Nadi 3.55 p.m. Sept. 25, Oct. 9, 23, Nov. 6, 20, etc.).

Nadi-Suva: Dep. (Drover) Nadi alt. Thurs. 6.15 a.m., arr. Suva 7.05 a.m. (Sept. 26, Oct. 10, 24, Nov. 7, 21, etc.).

Suva-Labasa-Suva: Dep. 11 a.m. Wed., Thurs., Fri. and Sat.

Suva-Labasa-Savusavu-Labasa-Suva: Dep. 11 a.m. Tues.

Suva-Savusavu-Matei-Suva: Dep. 11 a.m. Mon.

Suva-Ura-Savusavu-Suva: Dep. 7.20 a.m., Wed.

Suva - Savusavu - Labasa - Savusavu - Suva: Dep. 11 a.m. Thurs., Sat., Sun.

Suva-Ura-Suva: Dep. 7.20 a.m., Sun.

Suva-Labasa-Matei-Labasa-Suva: Dep. 11 a.m. Mon.

Suva-Matei-Labasa-Matei-Suva: Dep. 11 a.m. Fri.

Suva-Savusavu-Suva: Dep. 11 a.m., Wed.

Details from Fiji Airways, Ltd., Victoria Arcade, Suva.

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French Polynesia

RAI, with DC4 Aircraft

Services to the Leeward Group (Isles Sous le Vent), Society Islands.

Mon., Sat.: Dep. Papeete 9.10 a.m., Raiatea arr. 10 a.m., dep. 10.15 a.m., Bora Bora arr. 10.35 a.m.

Wed.: Dep. Papeete 8.15 a.m., Raiatea arr. 9.05 a.m., dep. 9.35 a.m., Bora Bora arr. 9.55 a.m.

Mon.: Dep. Bora Bora 4.15 p.m., Raiatea arr. 4.35 p.m., dep. 4.55 p.m., Papeete arr. 5.35 p.m.

Wed., Sat.: Dep. Bora Bora 10.55 a.m., Raiatea arr. 11.15 a.m., dep. 11.35 a.m., Papeete arr. 12.15 p.m.

Details from RAI, Quai Bir Hakeim, Papeete, or any TAI office.

New Caledonia

TRANSPAC, with Herons

Noumea-Mare: Tues., Fri. dep. Noumea 2.30 p.m. for Mare, Noumea, arr. 4.30 p.m.

Noumea-Lifou: Tues., Wed., Fri. dep. Noumea 8 a.m. for Lifou, Noumea, arr. 10 a.m. Sat.: Dep. Noumea 8.15 a.m. for Lifou, Noumea, arr. 10.15 a.m.

Noumea-Isle of Pines: Mon., Wed., Fri., Sat. dep. Noumea 10.30 a.m. for Isle of Pines, Noumea, arr. 11.45 a.m. Sun.: dep. Noumea 8 a.m. for Isle of Pines, Noumea, arr. 5.30 p.m.

Noumea-Ouvea: Mon. dep. Noumea 1.30 p.m. for Ouvea (via Houailou), Noumea, arr. 4.30 p.m. Tues.: Dep. Noumea 11 a.m. for Ouvea, Noumea, arr. 2 p.m. Sat.: Dep. Noumea 8 a.m. for Ouvea, Noumea, arr. 10 a.m.

Noumea-Houailou-Koumac: Wed., Fri. dep. Noumea 1.30 p.m. for Houailou and Koumac, Noumea, arr. 4.45 p.m.

Noumea-Houailou: Mon. dep. Noumea 1.30 p.m. for Houailou, Noumea, arr. 4.30 p.m. Wed., Fri.: Dep. Noumea 1.30 p.m. for Houailou, Noumea, arr. 4.45 p.m.

Noumea - Houailou - Ouvea: Mon. dep. Noumea 1.30 p.m. for Houailou and Ouvea, Noumea, arr. 4.30 p.m.

New Hebrides

New Hebrides Airways, with Drover.

Mon., Thurs.: Dep. Vila 8.30 a.m. for Tanna, arr. 9.15 a.m., dep. 3.30 p.m., arr. Vila 4.45 p.m. (Usually a flight is made from Tanna to either Aneityum, Futuna, Aniwa or Erromanga before the scheduled departure for Vila).

Tues.: Dep. Vila 8.30 a.m. for Tongoa, arr. 9.05 a.m., dep. 10 a.m., Vila, arr. 10.35 a.m. (with extension to Pentecost and Santo on demand).

Details from New Hebrides Airways, Vila.

Papua-New Guinea

Operated by TAA

PT. MORESBY-LAE (Fokker Prop-Jet)

Alt. Tues.: Dep. Pt. Moresby 6.40 a.m., arr. Lae 7.40 a.m. (Sept. 17, Oct. 1, 15, 29, Nov. 12, 26, etc.).

LAE-RABAUL-LAE (Fokker Prop-Jet)

Alt. Tues. Dep. Lae 9 a.m., Rabaul arr. 10.55 a.m. (Sept. 17, Oct. 1, 15, 29, Nov. 12, 26, etc.).

Alt. Wed.: Dep. Rabaul 10.10 a.m., Lae arr. 12 noon (Sept. 18, Oct. 2, 16, 30, Nov. 13, 27, etc.).

PORT MORESBY-DARU (DC3)

Alt. Fri.: Dep. Pt. Moresby 8.45 a.m. for Daru, returning same day via Balimo, arr. 2.25 p.m. (Sept. 27, Oct. 11, 25, Nov. 8, 22, etc.).

PT. MORESBY-WEST. PAPUA (Catalina)

Wed.: Dep. Pt. Moresby 8 a.m. for Kerema, Baimuru, Kikori, Paibuna, Kerema, Pt. Moresby, arr. 3.25 p.m.

Alt. Thurs.: Dep. Pt. Moresby 7 a.m. for Daru, D'Albertis Junction, Lake Murray, arr. 1.25 p.m. (Sept. 26, Oct. 10, 24, Nov. 7, 21, etc.).

Alt. Fri.: Dep. Lake Murray 7 a.m. for Daru, Pt. Moresby, arr. 11.40 a.m. (Sept. 27, Oct. 11, 25, Nov. 8, 22, etc.).

PT. MORESBY-EAST PAPUA (Catalina)

Alt. Mon.: Dep. Pt. Moresby 8 a.m. for Samarai, Esa-Ala, Samarai, Pt. Moresby, arr. 4.30 p.m. (Sept. 23, Oct. 7, 21, Nov. 4, 18, etc.).

Fourth Mon.: Dep. Pt. Moresby 8 a.m. for Samarai, Deboyne, Samarai, Pt. Moresby, arr. 4.30 p.m. (Sept. 16, Oct. 14, Nov. 11, etc.).

Fourth Mon.: Dep. Pt. Moresby 8 a.m. for Samarai, Pt. Moresby, arr. 4.30 p.m. (Sept. 30, Oct. 28, Nov. 25, etc.).

LAE-MADANG-WEWAK-MANUS-KAVIENG-RABAUL SERVICE (DC3)

Mon.: Dep. Lae 7.30 a.m. for Madang, Wewak, Manus, Kavieng, Rabaul, arr. 4.05 p.m.

Mon.: Dep. Rabaul 7.30 a.m. for Kavieng, Manus, Wewak, Madang, Lae, arr. 4.05 p.m.

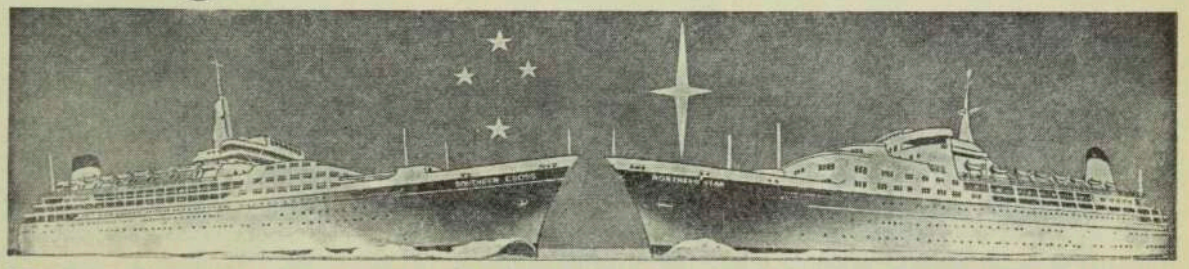
Sun.: Dep. Lae 9 a.m., for Madang, Wewak, arr. 11.55 a.m.

Tues.: Dep. Wewak 6 a.m. for Madang. Lae, arr. 8.45 a.m.

Wed.: Dep. Kavieng 6.30 a.m. for Rabaul, arr. 7.30 a.m.

Fri.: Dep. Lae 7.30 a.m. for Madang, Wewak, Manus, Rabaul, arr. 3.25 p.m.

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Tues.: Dep. Rabaul 12.45 p.m. for Kavieng, arr. 1.45 p.m.
Wed.: Dep. Rabaul 8.10 a.m. for Manus, Wewak, Madang, Lae, arr. 4.05 p.m.

CENTRAL HIGHLANDS (DC3)

Wed.: Dep. Madang 9.40 a.m. for Wabag, Wapenamunda, Baiyer R., Hagen, Banz, Minj, Goroka, Lae, arr. 3.55 p.m.
Thurs.: Dep. Lae 9.40 a.m. for Goroka, Minj, Banz, Hagen, Baiyer R., Wapenamunda, Wabag, Madang, arr. 4 p.m.
Sun.: Dep. Mt. Hagen 6.40 a.m. for Goroka, Lae, arr. 8.40 a.m.
Sun.: Dep. Lae 9.40 a.m. for Goroka, Minj, Banz, Mt. Hagen, arr. 12.45 p.m.

PT. MORESBY-POPONDETTA-LAE (DC3)

Thurs.: Dep. Pt. Moresby 11.30 a.m. for Kokoda (opt.), Popondetta, Garaina, Lae, arr. 2.05 p.m.
Thurs.: Dep. Lae 7.40 a.m. for Garaina, Popondetta, Kokoda (opt.), Pt. Moresby, arr. 10.15 a.m.

PT. MORESBY-WAU-BULOLO-LAE (DC3)

Thurs., Sun.: Dep. Pt. Moresby 10.45 a.m. for Wau, Bulolo, Lae, arr. 1.20 p.m.
Thurs., Sun.: Dep. Lae 7.30 a.m. for Bulolo, Wau, Pt. Moresby, arr. 10 a.m.

MADANG-GOROKA-LAE (DC3)

Tues.: Dep. Lae 9.40 a.m. for Goroka, Minj, Banz, Hagen, Madang, arr. 2.10 p.m.
Mon.: Dep. Madang 11.30 a.m. for Hagen, Banz, Minj, Goroka, Lae, arr. 3.55 p.m.

PT. MORESBY-GOROKA-MADANG (DC3)

Sun., Tues., Thurs.: Dep. Pt. Moresby 8 a.m. for Goroka, Madang, arr. 10.50 a.m.
Sun., Tues., Thurs.: Dep. Madang 7.30 a.m. for Goroka, Pt. Moresby, arr. 10.20 a.m.

LAE-RABAUL-LAE (DC3)

Tues., Thurs., Sun.: Dep. Lae 9.30 a.m., arr. Rabaul 12.05 p.m.
Sun., Tues., Thurs.: Dep. Rabaul 6 a.m., arr. Lae 8.35 a.m.
Sat.: Dep. Rabaul 9 a.m. for Jacquinot Bay, Hoskins, Talasea, Kandrian, Cape Gloucester (on request), Finschhafen, Lae, arr. 2.10 p.m.
Tues.: Dep. Lae 10 a.m. for Finschhafen, Kandrian, Talasea, Hoskins, Jacquinot Bay, Rabaul, arr. 3.10 p.m.

LAE-FINSCHHAFEN-LAE (Cessna)

Thurs.: Dep. Lae 7.30 a.m. for Finschhafen, Lae, arr. 8.45 a.m.

RABAUL-BUIN-RABAUL (DC3)

Fri. and alt. Wed. (Aug. 14, 28, Sept. 11, 25, Oct. 9, 23): Dep. Rabaul 8 a.m. for Buka, Wakunai, Aropa, Buin, Kieta, Wakunai, Buka, Rabaul, arr. 3.20 p.m.
Alt. Wed. (Aug. 21, Sept. 11, 25, Oct. 9, 23, etc.): Dep. Rabaul 9.30 a.m. for Buka, Wakunai, Kieta, Buin, Wakunai, Buka, Rabaul, arr. 4.50 p.m.

Operated by Ansett-Mandated Air Lines with DC3's (unless otherwise shown)

Mon.: Dep. Lae 6.30 a.m. for Goroka, Madang, Rabaul, arr. 11.35 a.m.
Dep. Goroka 7.45 a.m. for Kainantu, Lae, Wau, Pt. Moresby, Wau, Lae, Goroka, Mt. Hagen, arr. 5 p.m.
Tues.: Dep. Rabaul 7 a.m. for Wewak, Madang, Goroka, Lae, arr. 3 p.m.
Wed.: Dep. Lae 6.30 a.m. for Goroka, Madang, Wewak, Momote, Kavieng, Rabaul, arr. 4 p.m.
Dep. Lae 8.55 a.m. for Goroka, Madang, Wewak, arr. 12.15 p.m.
Dep Lae 9.20 a.m. for Rabaul, arr 12 noon.
Dep. Rabaul 5.45 a.m. for Lae, arr. 8.25 a.m.
Dep. Madang 7 a.m. for Goroka, Lae, arr. 8.45 a.m.
Dep. Mt. Hagen 6.30 a.m. for Banz, Goroka, Wau, Pt. Moresby, Wau, Lae, Goroka, Madang, arr. 3.45 p.m.
Dep. (Piaggio) Wewak 6.15 a.m. for Goroka, Wewak, Vanimo, Wewak, arr. 2.45 p.m.
Dep. Madang 8 a.m. for Mt. Hagen, Banz, Minj, Madang, arr. 11.45 a.m.
Dep. (Piaggio) Goroka 8.15 a.m. for Mt. Hagen, arr. 8.50 a.m.
Dep. (Piaggio) Mt. Hagen 6.30 a.m. for Banz, Goroka, arr. 7.30 a.m.
Dep. (Piaggio) Wewak 8.30 a.m. for Lumi, Nuku, Wewak, arr. 11.05 a.m.
Dep. (Piaggio) Wewak 1 p.m. for Maprik, Yangoru, Wewak, arr. 2.45 p.m.
Dep. (Piaggio) Mt. Hagen 9.30 a.m. for Mendi, Erave, Ialibu, Kagua, Mt. Hagen, arr. 12 noon.
Thurs.: Dep. Madang 7.30 a.m. for Goroka, Wau, Pt. Moresby, Wau, Goroka, arr. 2.30 p.m.
Dep. Rabaul 7 a.m. for Kavieng, Momote, Wewak, Madang, Goroka, Lae, arr. 4.40 p.m.
Dep. (Cessna or Piaggio) Mt. Hagen 1.30 p.m. for Banz, Minj, Goroka, arr. 2.50 p.m.
Dep. (Piaggio) Wewak 8.30 a.m. for Telefomin, Wewak, arr. 11.40 a.m.
Dep. (Cessna) Wewak 8.30 a.m. for Aitape, Sissano, Vanimo, Dagua, Wewak, arr. 12.15 p.m.
Dep. (Cessna or Piaggio) Wewak 3 p.m. for Angoram, Wewak, arr. 4 p.m.
Fri.: Dep. Lae 8.55 a.m. for Goroka, Madang, arr. 10.35 a.m.
Dep. (Piaggio) Lae 9.05 a.m. for Kainantu, Goroka, Minj, Banz, Mt. Hagen, Wabag, Mt. Hagen, arr. 1.10 p.m.
Dep. Lae 9.20 a.m. for Rabaul, arr. 12 noon.
Dep. Wewak 6.15 a.m. for Madang, Lae, arr. 8.50 a.m.
Dep. (Piaggio) Goroka 7.30 a.m. for Lae, arr. 8.25 a.m.
Dep. Rabaul 5.45 a.m. for Lae, arr. 8.25 a.m.
Dep. Lae 6.30 a.m. for Goroka, Madang, Wewak, Momote, Kavieng, Rabaul, arr. 4 p.m.
Dep. Goroka 7.45 a.m. for Wau, Pt. Moresby, Wau, Lae, Goroka, arr. 2.40 p.m.
Dep. Madang 8 a.m. for Mt. Hagen, Banz, Minj, Goroka, Minj, Banz, Mt. Hagen, Madang, arr. 3.30 p.m.
Dep. (Piaggio) Mt. Hagen 9.30 a.m. for Mendi, Kagua, Erave, Ialibu, Mt. Hagen, arr. 12 noon.
Sat.: Dep. Lae 8.55 a.m. for Goroka, Madang, arr. 10.35 a.m.
Dep. Lae 9.20 a.m. for Rabaul, arr. 12 noon.
Dep. Madang 7 a.m. for Goroka, Lae, arr. 8.45 a.m.
Dep. Rabaul 5.45 a.m. for Lae, arr. 8.25 a.m.
Dep. Rabaul 6.30 a.m. for Kavieng, Momote, Wewak, Madang, Goroka, Lae, arr. 4.40 p.m.
Dep. (Piaggio) Wewak 8.30 a.m. for Ambunti, Burui, Wewak, arr. 10.05 a.m.

Papuan Airlines Transport Ltd. ("Patair")

Local services operated in Papua by Papuan Airlines Transport Ltd. include:

Mon.: Dep. (DC3) Pt. Moresby 7.30 a.m. for Popondetta, Pt. Moresby, arr. 9.30 a.m.
Dep. (DC3—freight only) Pt. Moresby 10.30 a.m. for Kokoda, Pt. Moresby, arr. 12.40 p.m.
Dep. (Piaggio) Pt. Moresby 8.30 a.m. for Rorona, Aroa, Kairuku, Bereina, Tapini, Woitape, Tapini, Bereina, Kairuku, Aroa/Rorona (opt.), Pt. Moresby, arr. 1.30 p.m.

NEW FLYING BOAT SOUGHT

Ansett Flying Boat Services has decided to buy another flying boat to replace the "Pacific Chieftain" which was wrecked in a storm at Lord Howe Island in July. The "Pacific Chieftain", a Sandringham, was one of two operating a service between Sydney and Lord Howe.

The decision to buy another flying boat probably means that the long-discussed idea of building an air-strip on Lord Howe has been temporarily abandoned, although a survey for this purpose was recently completed.

Dep. (Piaggio) Pt. Moresby 6.30 a.m. for Tapini, Woitape (opt.), Pt. Moresby, arr. 8 a.m.
Tues.: Dep. (DC3) Pt. Moresby 7.30 a.m. for Popondetta, Kokoda (opt.), Pt. Moresby, arr. 9.30 a.m.
Dep. (DC3) Pt. Moresby 10.30 a.m. for Daru, Balimo, Daru, Pt. Moresby, arr. 4.50 p.m.
Dep. (Piaggio) Pt. Moresby 8.30 a.m. for Woitape, Tapini, Pt. Moresby, arr. 10.30 a.m.
Dep. (Piaggio) Pt. Moresby 11 a.m. for Cape Rodney, Paili (opt.), Pt. Moresby, arr. 12.50 p.m.
Dep. (Piaggio) Pt. Moresby 1.45 p.m. for Rorona (opt.), Aroa (opt.), Kairuku, Bereina, Pt. Moresby, arr. 3.35 p.m.
Wed.: Dep. (DC3) Pt. Moresby 7.30 a.m. for Popondetta, Kokoda, Pt. Moresby, arr. 10.10 a.m.
Dep. (DC3) Pt. Moresby 1.30 p.m. for Bereina, Pt. Moresby, arr. 3.10 p.m.
Dep. (Piaggio) Pt. Moresby 8.30 a.m. for Tapini, Woitape, Pt. Moresby, arr. 10.30 a.m.
Dep. (Piaggio) Pt. Moresby 1.45 p.m. for Rorona, Aroa, Kairuku, Pt. Moresby, arr. 3.35 p.m.
Thurs.: Dep. (DC3) Pt. Moresby 8.30 a.m. for Kokoda, Popondetta, Embi, Popondetta, Pt. Moresby, arr. 12.40 p.m.
Dep. (Piaggio) Pt. Moresby 8.30 a.m. for Woitape, Tapini, Pt. Moresby, arr. 10.30 a.m.
Dep. (Piaggio) Pt. Moresby 1.45 p.m. for Rorona (opt.), Aroa (opt.), Kairuku, Bereina, Pt. Moresby, arr. 3.35 p.m.
Fri.: Dep. (DC3) Pt. Moresby 7.30 a.m. for Popondetta, Kokoda (opt.), Pt. Moresby, arr. 9.30 a.m.
Dep. (DC3) Pt. Moresby 10.30 a.m. for Gurney, Pt. Moresby, arr. 2 p.m.
Dep. (DC3) Pt. Moresby 2.30 p.m. for Bereina, Pt. Moresby, arr. 4.35 p.m.
Dep. (Piaggio) Pt. Moresby 8.30 a.m. for Tapini, Woitape, Pt. Moresby, arr. 10.30 a.m.
Dep. (Piaggio) Pt. Moresby 1.35 p.m. for Rorona, Aroa, Kairuku, Pt. Moresby, arr. 3.35 p.m.
Dep. (Piaggio) Pt. Moresby 11 a.m. for Cape Rodney, Paili, Pt. Moresby, arr. 1.10 p.m.
Sat.: Dep. (DC3) Pt. Moresby 7.30 a.m. for Popondetta, Kokoda, Pt. Moresby, arr. 10.10 a.m.
Dep. (Piaggio) Pt. Moresby 8.30 a.m. for Woitape, Tapini, Pt. Moresby, arr. 10.30 a.m.
Dep. (Piaggio) Pt. Moresby 1.45 p.m. for Rorona (opt.), Aroa (opt.), Kairuku, Bereina, Pt. Moresby, arr. 3.35 p.m.

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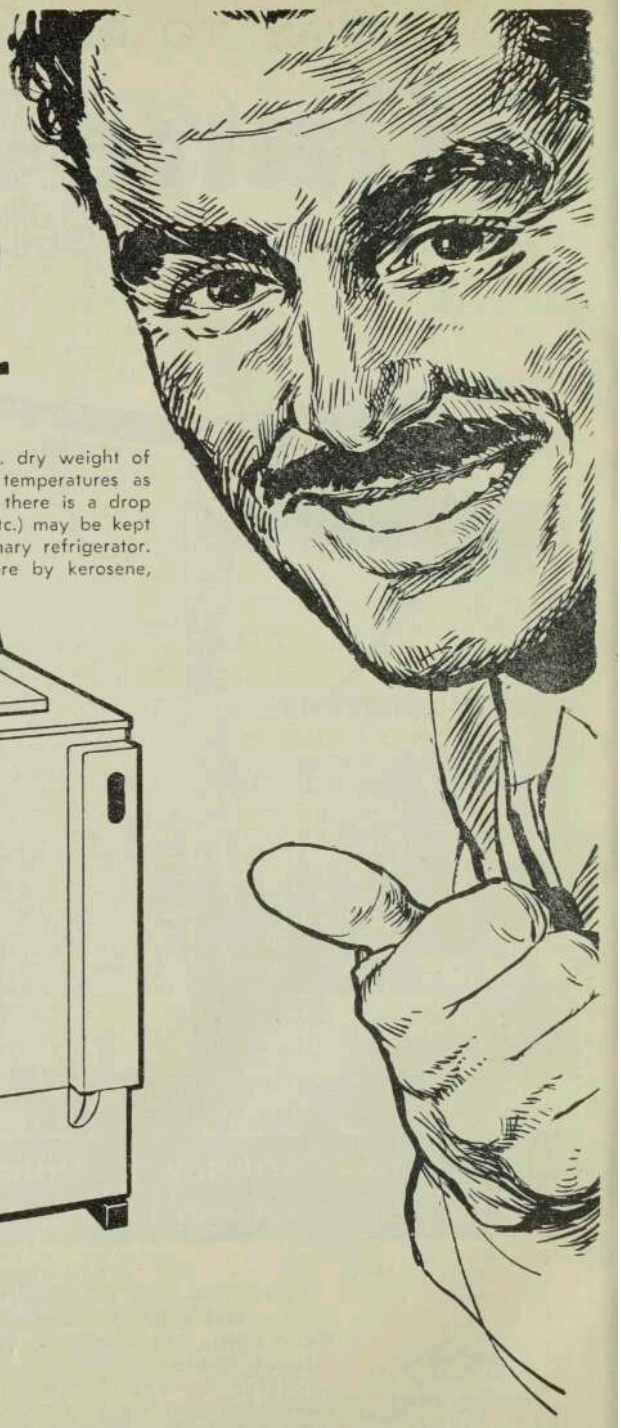
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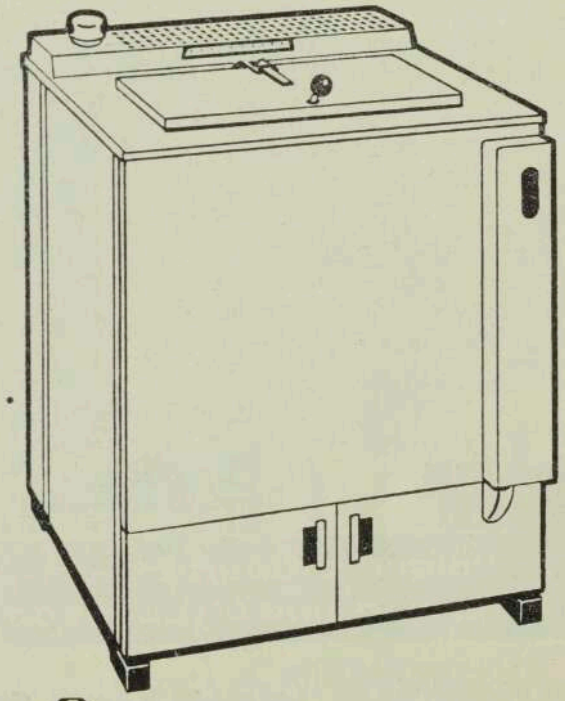
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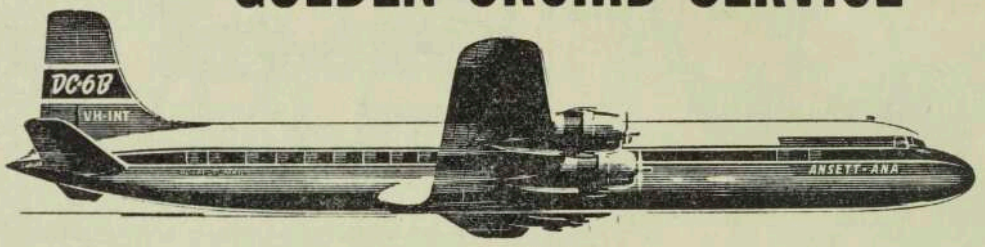
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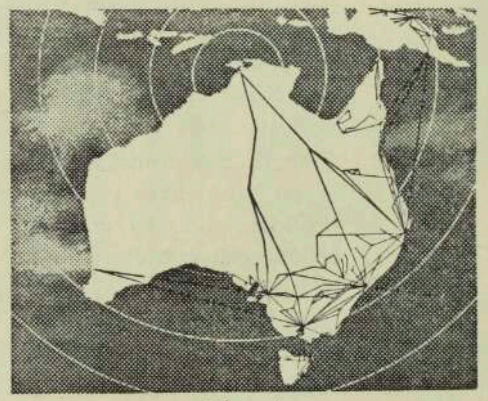


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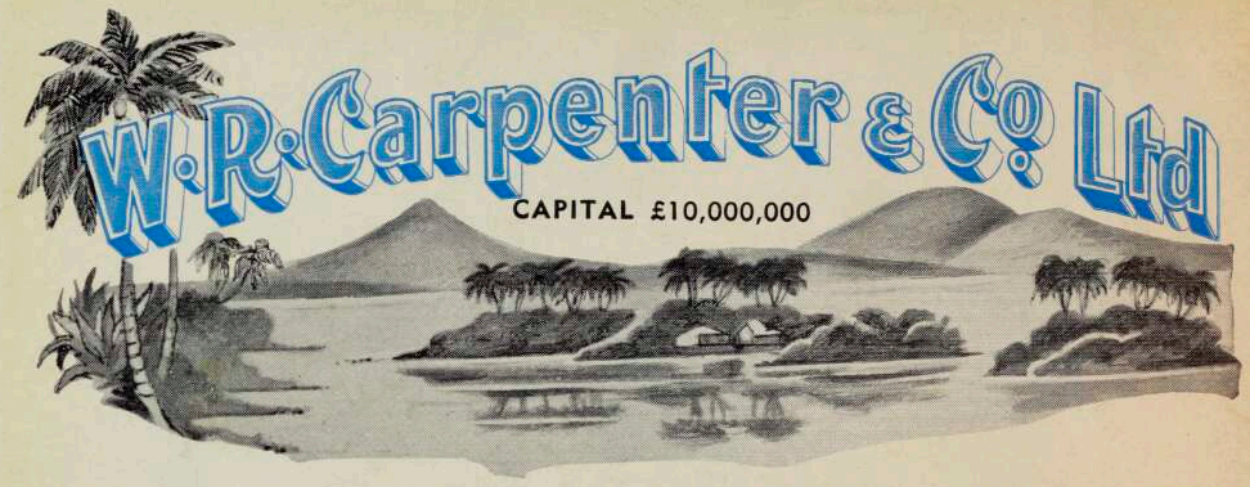


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